

1916

JULY

No. 56

LIBRARY

RECEIVED
AUG 26 1916

U. S. Department

K·C·S· CURRENT EVENTS AN INDUSTRIAL AND AGRICULTURAL MAGAZINE



Route Your Perishables **K. C. S.**

*With Instructions to RE-ICE
at Watts, Okla.*

QUICK MOVEMENT AND CAREFUL ICING
ATTENTION

Siloam Springs Ice & Water Co.

Siloam Springs, Arkansas

Good Farm Lands at Very Low Prices and on Easy Terms in Sevier and Howard Counties, Arkansas, along the De Queen and Eastern Railroad.

The Dierks Lumber & Coal Company has thousands of acres of fine bottom lands and uplands for sale to actual settlers. These lands are good for all agricultural purposes and are specially adapted to the cultivation of corn, wheat, oats, rye, barley, sorghum, ribbon cane, millet, cotton, cowpeas, peanuts, sweet and Irish potatoes, and all kinds of commercial garden truck. They are splendidly adapted to the growing of fine commercial fruits, including peaches, apples, plums, grapes, strawberries, blackberries, raspberries, dewberries, etc., of which great quantities are produced and marketed. For the raising of livestock this section of country is unexcelled.

An ideal location for a home, located in the Ozark foothills, having a splendid climate, good health and pure water in abundance.

Lands sold in tracts from twenty acres up at prices ranging from \$5.00 to \$15.00 per acre.

Terms: A small cash payment down, balance in six equal annual payments.

For further information, call on or write to

**FRED J. LEEPER, Sales Agent,
DeQueen, Arkansas.**

KEEP COOL!

It isn't necessary to heat the whole stove just because it's ironing day.

Get an Electric Iron!



We're selling this 6-lb.

\$4.50—Life guaranteed—
Dover with patented
heater, at

\$3.27

only and even pay the postage. Write today!
It'll pay for itself a hundred times over.

Tell Us About Your Stove, too!

Our Catalogue has saved lots of buyers
money. Have us send it at once!

BATHURST STOVE CO.

Dept. A, Kansas City, Mo.

Attention, Fruit Shippers!

**Peaches, Melons, Cantaloupes
Apples**

Write or Wire us Today. We will send you our
Cash Marketing Proposition. Do It Now!

JAMES A. COOGAN CO.

"Represents the Shipper."
—Car lots exclusively—

309-311 Produce Exchange Bldg.,
KANSAS CITY, MO.

References: Produce Reporter Co., Produce
Exchange Bank and the K. C. Packer.

Folding Paper Boxes and Cartons

For All Purposes

**Neat Packages will Help You
Market Your Products**

Write us what you have to
sell and we will send you
samples for your inspection.

CARTONS FOR

BUTTER
APPLES
EXTRACTS
COFFEE
TEA
SPICES
Patent Medicines
CHEMICALS
Toilet Preparations
and
Commodities of every
kind.

FOLDING PAPER BOXES FOR

LAUNDRIES
DRY GOODS
CLOTHING
and
SHIPPING BOXES
of all kinds
for
Parcel Post

THE BURD & FLETCHER CO.

KANSAS CITY, MO.

Capacity, Two Million Boxes per Day.

Ozark Outings

Let us suggest that for the enjoyment of health and pleasure, there are numerous places along the Kansas City Southern Railway which have splendid scenery, healthful environment, pure crystal waters and medicinal waters and excellent opportunities for out door sports.

People seeking rest and recuperation in well built towns with ample hotel accommodations at moderate cost, situated in and surrounded by a country replete with scenic landscapes, places where the family can be entirely comfortable, will find Neosho, Mo., Sulphur Springs, Ark., Siloam Springs, Ark., Eureka Springs, Ark., Mena, Ark., Monte Ne, Ark., Baker Springs, Ark., and Bog Springs, Ark., well worthy of an extended visit.

People who wish to be entirely out of doors, who wish to fish and enjoy out-door sports, among them camping out, will find hotel accommodations and also fine camping out places at Anderson, Mo., Elk Springs, Mo., Noel, Mo., and other places.

Information concerning the Ozark Resorts, Fishing and Camping places may be had by writing for a copy of "Ozark Outings" published by the General Passenger Department of the Kansas City Southern Railway, Kansas City, Mo.

Round trip tickets at reduced fares may be purchased to the above mentioned resorts. To some places these tickets are on sale the year around and to others only during the summer. For detailed information concerning rates write to

S. G. Warner, G. P. & T. A.,
Kansas City Southern Railway, Kansas City, Mo.

When writing to advertisers please mention CURRENT EVENTS.

Schedule of Fast Freight Trains.

South-Bound Freight		Miles from K. C., Mo.		STATIONS		North-Bound Freight	
55	51					56	52
6 00	7 30			Dep.	Stock Yards	Ar.	6 00
9 00	10 30	0		Dep.	Kansas City	Ar.	3 00
4 00	6 20			Ar.	Pittsburg	Dep.	6 00
4 35	6 50	129		Dep.		Ar.	4 55
6 07	8 20	155		Ar.	Joplin	Dep.	3 15
7 15	9 25	174		Dep.	Neosho	Dep.	2 00
10 35	1 25	229		Dep.	Siloam	Dep.	10 35
11 00	1 55	236		Ar.	Watts	Dep.	4 30
11 30	2 30			Dep.		Ar.	9 00
3 35	7 15	311		Dep.	Spiro	Dep.	3 50
				Dep.	Fort Smith	Dep.	11 15
5 00	6 35	328		Ar.	Heavener	Dep.	2 00
5 25	9 20	338		Dep.		Ar.	1 00
8 13	12 35	379		Dep.	Mena	Dep.	9 53
11 25	4 20			Ar.	DeQueen	Dep.	9 30
12 55	8 35	433		Dep.		Ar.	6 55
3 25	8 35			Ar.	Texarkana	Dep.	2 00
8 55	8 55	487		Dep.		Ar.	5 00
7 30	7 45	561		Ar.	Shreveport	Dep.	1 45
				Dep.	Hornbeck	Dep.	9 00
	12 30	655		Dep.		Ar.	6 20
	1 25			Ar.	Leesville	Dep.	1 15
	1 35	672		Dep.		Ar.	12 10
	2 42	683		Dep.	Neame	Dep.	11 06
	5 20			Ar.	DeQuincy	Dep.	8 10
	5 35	722		Dep.		Ar.	7 55
	7 15	745		Ar.	Lake Charles	Dep.	6 15
	39				Main Line		40
				Dep.	DeQuincy	Ar.	11 03
	11 03	722		Dep.	Beaumont	Ar.	7 20
	3 00	770		Dep.	Port Arthur	Dep.	5 45
	4 30	789		Ar.			

The above trains make connection at TEXARKANA, SHREVEPORT, LAKE CHARLES and BEAUMONT for through freight to NEW ORLEANS, FT. WORTH, DALLAS, PARIS, HOUSTON, GALVESTON, SAN ANTONIO, AUSTIN, WACO and all points on diverging lines. * Light face figures are a. m. Black face figures are p. m.

Through Passenger Service

STATIONS		No. 2		No. 4	
Corrected to May 21, 1916. Subject to change without notice.		Daily		Daily	
Miles from Kansas City		Mo.		Ar.	
Lv	Kansas City Sta.	Lv	Mo.	Ar	
11 35	1 00	Ar	12 10	2 15	7 15
4 30	5 45	Ar	11 15	1 15	
5 25	6 40	Ar	11 15	1 05	
5 35	7 05	Ar	10 34	12 25	
6 18	7 46	Ar	9 25	11 13	
7 25	8 53	Ar	8 15	10 17	
8 48	9 44	Ar	6 07	8 00	
11 08	12 05	Ar	4 30	6 30	
12 55	1 45	Ar	6 35	8 00	
11 10	11 15	Ar	4 35	6 00	
12 50	1 40	Ar	4 25	5 50	
1 00	1 50	Ar	3 00	3 36	
3 03	3 22	Ar	1 10	1 10	
5 05	5 15	Ar	11 59	11 58	
6 17	6 27	Ar	11 15	11 15	
7 00	7 10	Ar	10 50	10 55	
7 20	7 30	Ar	7 55	8 00	
10 15	10 20	Ar	7 25	7 30	
10 35	10 45	Ar	6 07	6 00	
11 59	12 06	Ar	3 20	2 45	
3 05	2 45	Ar	11 55	10 55	
6 10	5 55	Ar	11 25	10 50	
7 00	6 30	Ar	10 40	10 05	
7 45	7 15	Ar			

Light face figures are a. m. Black face figures are p. m.

CURRENT EVENTS

JULY, 1916

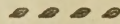
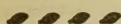
F. E. ROESLER, Editor

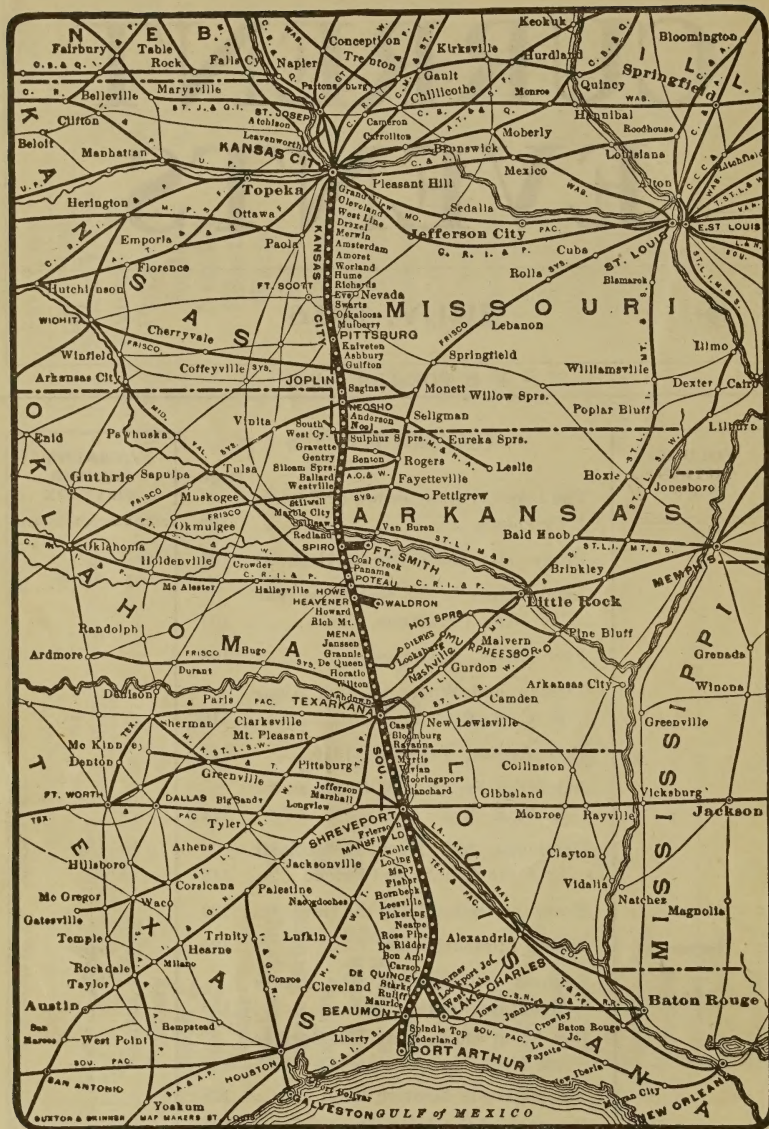
CONTENTS

VOLUME
FIFTEEN
No. 3

CURRENT
NUMBER
FIFTY-SIX

	Page
The Five Civilized Tribes of Eastern Oklahoma	103
Progress on the Jefferson Highway	104
Land Values in the Red River Valley Near Texarkana, Tex.....	107
Fort Smith, Arkansas.....	108
Fishing and Where to Fish Along K. C. S. Ry.....	110
Port Arthur, Texas, in 1916.....	112
Industrial Progress of Cities on the K. C. S. Ry.....	114
Oklahoma, and More Particularly Le Flore County and Poteau.....	115
From the Orchard and the Gardens..	120
Joplin, Missouri	124
Summer Outings in the Ozark Mountain Region	126
Boy Scout Outings at Elk Springs and Noel, Mo.....	127
Miscellaneous Mention	128
Progress of the Inter-Coastal Canal	131
Railway Economics	132
K. C. S. Ry. Employees Supplement	136
How to Pack and Ship Household Goods	141





MAP OF THE KANSAS CITY SOUTHERN RAILWAY

The Five Civilized Tribes in Eastern Oklahoma

Oklahoma's aboriginal Americans are among the state's wealthiest citizens. Contact with the white race has not been all for the worse of the Red Man. True, many have suffered from the vices introduced by "civilization," but more of them are benefiting, particularly since the Federal government in recent years has adopted higher ideals in dealing with its wards. Nothing has done more for the Indian than the opportunity given him for self-help, through practical education of the younger generation, as well as direct instruction carried to the adult on the farm.

The American Indians have always been an agricultural people and they still follow farming as a means of livelihood. An occasional Indian is found in some profession, such as the law, medicine or the ministry; few are in business. While their total number is small in comparison with the white population of Oklahoma, their land wealth is great, and they will be for years to come a factor in the development of a state that now harbors most of the remainder of this race.

Eastern Oklahoma is the home of the Five Civilized Tribes that have a roster of 101,000 enrolled citizens. These citizens own 19,500,000 acres of land, worth at the least calculation \$10 per acre. Their interests in oil land leases amount to many millions of dollars and they own, as tribes, coal estimated in value all the way from \$25,000,000 to \$90,000,000.

The Five Civilized Tribes include the Cherokees, Creeks, Chickasaws, Choctaws and Seminoles. These Indians prior to 1830 were scattered through the states of North and South Carolina, Florida, Georgia, Mississippi, Alabama, Tennessee and Louisiana. Treaties were concluded about that time between the United States and the five tribes by the terms of which they agreed to remove to lands west of the Mississippi River. While this removal was begun in the year 1831, many of the Indians refused to come West until after the Civil War. They set up governments modeled after state governments, with legislative, executive and judicial departments. Each tribe or nation was governed by a chief with a full set of tribal officers, and public, neighborhood and boarding schools were maintained, the native languages being taught.

As long as the Indians lived to themselves they prospered. However, when they enacted laws admitting white settlers into their country, these peaceable conditions were changed and a long period of unrest followed that was characterized by an influx from neighboring states of "bad men" and outlaws with whom the Indians were powerless to deal. Federal legislation was enacted and United States marshals were given authority to enter the Indian Territory for law enforcement purposes. Better conditions thereafter prevailed.

At the present time the Indians live among their neighbors in peace and comfort and the communities in that section of Oklahoma are as law-abiding and peaceable as those found anywhere else in the United States. All the trouble that the Five Civilized Tribes ever have had or have made for the government has been caused by white men.

The affairs of these tribes are handled by a superintendent appointed by the President, this office being held by Mr. Gabe Parker, with headquarters at Muskogee.

Twelve government farmers are employed to instruct Indians in the fundamentals of agriculture. Individual instruction is necessary, because many of the full-blood Indians do not speak the English language and, consequently, never attend farmers' meetings. These Indians, however, are quick to grasp practical lessons in farming given by the government farmer in their own fields. In this connection it is interesting to mention that the Five Civilized Tribes won the silver loving cup for the best Indian exhibit at the State Fair in Oklahoma City, September, 1914.

Demonstration plots have been established on Indian farms, so located that they can be conveniently visited by other Indians in the community. These object lessons are bringing good results. The report of the superintendent for 1915 shows that over 14,000 Indians were advised by government farmers during the year.

Field matrons have also been appointed for the purpose of advising Indians relative to home improvement and precautionary measures to be taken to insure good health. This phase of work is highly important, because many full-blood Indians still live in one-room log cabins, which are windowless

and have only one door. Into such rooms are often crowded four to eight members of the family. It is the duty of the matron to teach the evils of overcrowding and the value of ventilation, sunshine and cleanliness.

The greatest educational progress, however, is noted in the government method of teaching the Indian children. The schools formerly conducted by the Indians have been taken over by the government and the courses of study are decidedly practical. One such institution, the Shawnee Indian School, was visited by the writer. This was established as a mission school many years ago and later taken over by the government. There are about 100 pupils who take the usual grammar school work, with this difference, that "they learn to do by doing." Such was the explanation of methods given by one of those in charge. There is a 300-acre farm in connection with the school, where the boys have opportunity to learn to milk cows, care for horses, plow, do road work and perform other actual farm labor, commensurate with the age and strength of the pupil. Girls receive instruction in sewing, baking and other branches of home economics. This practical work is carried on with the usual studies from the first to the seventh grade.

After finishing a school of this kind pupils may go to the Chillicothe School in Oklahoma or to Carlisle or Haskell, the well-known higher institutions of learning for the Indian.

The tribal treasuries have been enriched in the last two years by the sale of lands

in the Choctaw and Chickasaw nations in southeast Oklahoma. The most recent sale of this kind was held in January of the present year. The total revenue derived from this sale will be \$986,000, which sum is \$117,000 above the minimum appraisal on the lands. Over 4,000 tracts were offered and 2,803 of these were disposed of, this being 60 per cent of all the land offered. The balance will be offered again at some later date.

There is a large body of timber land in the Choctaw Nation, in the counties of Latimer, Le Flore, McCurtain and Pushmataha, comprising 823,521 acres that remains unsold, but will probably be offered before the end of the present year. Very little of this is agricultural land, but the timber is valuable and the land, after clearing, can be used for grazing purposes. Portions of it also are suitable for fruit production, particularly grapes, peaches and berries.

Sales of allotted lands take place at intervals of about three months in forty counties of Eastern Oklahoma. These lands are offered in tracts of from ten to six hundred acres, comprising all classes of land. About 500 tracts are offered at each sale, sales usually being held at the courthouse in the county where the lands are located. The government issues posters describing these lands in detail. These may be had on application to Gabe Parker, Superintendent Five Civilized Tribes, Muskogee. Over 30,000 acres of unallotted lands had been sold this year up to March 10th and opportunities for buying improved and unimproved farms from the Indians will continue indefinitely. —Southwest Trail, April, 1916.

Progress on the Jefferson Highway

Thirty-eight states in the Union appropriated \$54,884,007 for good roads in 1915, one-fourth of the total appropriations for the last twenty-five years. January 1, 1915, there were 247,004 miles of hard surfaced roads in the United States, one-ninth of the total mileage in nine states have one-fifth of their total mileage of road hard surfaced. Missouri has 120,000 miles of roads, more than any other state in the Union except Texas. Missouri had \$277,253 available for road work in 1915, while twenty-four other states had \$14,632,266 for the same year.

Missouri's aggregate annual production of the cereals (corn, wheat, oats, rye and

buckwheat) exceeds the combined production of the following twenty-four states: Kentucky, Massachusetts, New Hampshire, Rhode Island, Maine, Vermont, Delaware, New Jersey, Georgia, Alabama, Maryland, Louisiana, West Virginia, South Carolina, Florida, Colorado, Washington, Oregon, Idaho, Utah, New Mexico, Arizona, Wyoming and Nevada.

No one realizes more than the producer that it costs money to move these crops, and that it depends entirely on the condition of the roads just what this cost will be. The aggregate amount spent by the twenty-four states, including local funds by counties, townships and districts, also

that appropriated by the states, totaled \$68,771,975 for 1914. Missouri spent a total of \$8,277,253 on its roads to haul an equal amount of cereals raised by the twenty-four states. Missouri had \$350,000 from the state available for work in 1915—the twenty-four states had \$14,632,266. The records for 1914 show that Missouri's state funds amounted to only \$277,253.

An honest effort is now being made to remedy this condition. County road meetings and road conventions have been held in a number of places, and public sentiment appears to be entirely in favor of the construction of better roads. Local bond issues have been voted for completing a rock road between Joplin, Mo., and Springfield. A good rock road has been built from Springfield to Vernon. Sarcoxie and Joplin are connected by a good road. Money has been raised to build a road between Asbury and Opolis. Two and one-half miles of rock road were completed on the Neosho-Pineville road.

In five counties closely adjacent to Springfield, county seat of Green County, special road districts have voted in excess of \$250,000 for the construction of hardroads.

To the west, on the three routes which are striving for official recognition as the Ozark Trail between Springfield and Joplin, Billings has voted \$40,000, Marionville \$40,000, Aurora \$60,000 and Stotts City \$13,000 in bonds for the cause of roads. Monett also voted in favor of bonds for \$50,000 as did Miller for \$30,000, which carried once but had to be re-submitted because of technical irregularity in the bonds. Verona will submit an issue of \$30,000 within the month.

Bolivar on the north recently voted \$25,000, while to the southeast, Seymore, in Webster County, voted \$30,000, and Mansfield, in Wright County, carried a \$20,000 issue.

The longest and most beautiful stretch of improved north-and-south highway in Missouri is between Joplin and Neol, Mo., a distance of fifty miles. It was conceived by a small group of Joplin men and their untiring energy started a movement that readily attracted both the public and public officials to help in its building. It was started three years ago and was completed to Neol September 11.

That section of the road from Neosho to Neol is especially beautiful and for many miles it is cut from the sides of limestone cliffs. The brown-graveled pike winds in gradual ascent around the jagged hills that mark the Ozark range and to the sides of

rich valleys of farming land, resplendent during summer with its richness of verdant coloring. Luxuriant growths of trees line the prospect and the way of the traveler is cool, no matter how high the mercury rises.

A most pretty part of the road is little more than a mile long, smooth, wide and overlooking sparkling Elk River (Cowskin) fifty feet below, for the highway is built upon a ledge blasted out of one of the highest parts of Ozarks. Overhanging projections of white limestone, from which are suspended tresses of clinging vines, add to the beauty of the scene. Over the valley and far into distance extend corn and wheat fields, now rich in autumn's coloring.

Special effort is now being made to bring the roads between Kansas City and Joplin, Kansas City and St. Louis and Joplin and St. Louis up to standard. Joplin, Kansas City and St. Louis have fine rock roads radiating from them, but between these cities are stretches of road which are good only in dry weather and will have to be hard surfaced.

ROAD BUILDING IN ARKANSAS.

The Jefferson Highway, Winnipeg, Canada, to New Orleans, as outlined at the New Orleans road convention, was tentatively located to run through Oklahoma and Texas, via Parsons, Kas. The proposed Ozark Route brings the road from Joplin, Mo., through the Ozark Mountains and the entire western part of Arkansas, from the Missouri border to Shreveport; La. The final selection of the route depends upon the greatest road improvement shown within a given period of time.

Both in Oklahoma and in Arkansas the citizens are making a vigorous effort to construct good roads. Petitions for elections on bond issues for road construction have been circulated in a number of counties in both states and more or less good roads work is done through private subscriptions. Provision is being made in Arkansas for the construction of a road from Van Buren to Winslow, another from Winslow to Fayetteville and Fayetteville to the Missouri line. The Hartford-Huntington road south of Fort Smith, fifteen and one-half miles in length, will cost \$105,000, which will be provided for by a bond issue.

Hugh R. Carter, state highway engineer, has petitions from progressive citizens in eighteen counties for surveys and other assistance looking to the construction of 454 miles of improved highway. The counties with the amounts in each, are as follows:

Union 50, Benton 33, Sevier 15, Little

River 25, Perry 30, Clay 25, Saline 12, Randolph 5, Marion 12, Bradley 1, Van Buren 18, St. Francis 80, Washington 50, Fulton 20, Columbia 12, Carrol 23, Ouachita 13, Craighead 45 and Scott 7. Total 454.

He also has requests for plans and surveys for a large number of bridges. Practically none of this work can be done unless the governor issues his proclamation authorizing the use of \$15,000, or some other adequate amount of the highway fund, for the purpose for which it was intended by the legislature.

Little River County has expended \$100,000 on good roads constructed, and will do more. A macadam road has been surveyed from Waldron in Scott County to Heaven, Okla., funds to be raised by a bond issue. In Crawford County, the people of Mountainburg and farmers in the vicinity are building a two-mile rock road by private subscription. The highway through Sevier County as surveyed will cost \$149,000 and a road improvement district has been formed and the funds necessary for construction will be provided by a bond issue. A bond issue of \$55,000 has been voted to build a highway from Eureka Springs to Seligman. Polk County, has completed its road survey and is organizing a road improvement district.

GOOD ROAD WORK IN LOUISIANA.

The most recent development in the matter of road construction, is a bill introduced in the legislature to provide the sum of \$15,000,000, through a state bond issue for the purpose of building a 2,000-mile system of public roads. The proposed roads will extend from the northwest corner of the state to New Orleans, reaching, however, nearly all important cities and towns in the state. Three of these roads begin at Shreveport, one of them running parallel with the Sabine River to Lake Charles, thence parallel with the Gulf coast to New Orleans; another runs east from Vicksburg and a third by way of Winnfield and Alexandria to New Orleans.

Road work in the several parishes already completed or under construction, according to a recent report, is as follows: Calcasieu Parish, 38 miles of gravel road and 7 miles of shell road plus 37 miles under construction. East Baton Rouge, 14 miles gravel road completed and 33 miles under construction. Caddo Parish has 80 miles of hard surfaced roads. Jefferson Davis Parish has voted a \$400,000 bond issue for gravel roads. Lafourche voted a \$185,000 bond issue for road building. Allen Parish has

voted a bond issue of \$150,000 to build 20 miles of model road. Morehouse Parish has spent \$20,000 a year for the last seven years on its roads.

Caddo Parish has its Jefferson Highway completed and is continuing on other good roads work, some thirty miles. De Soto Parish has \$150,000 available and has under construction 21 miles of gravel road. Calcasieu Parish has completed 142 miles of excellent roads at a cost of \$900,000. In addition to this, bridges have been built and additional road construction at a cost of \$100,000. Beauregard Parish is to vote on a \$700,000 bond issue for road construction at an early day, and Jefferson Davis Parish recently voted a bond issue of \$500,000 for road construction, part to be on a road connecting with the Calcasieu Parish roads and running east to Mermentau river, where Acadia Parish stands ready to build a road farther east.

THE ROADS OF SOUTHEAST TEXAS.

The city of Beaumont has expended for the improvement of its streets during the present year the sum of \$300,000. Several years ago Jefferson County constructed a system of fine shell roads, among which was a splendid highway between Beaumont and Port Arthur. At a recent election a bond issue of \$190,000 was voted for the purpose of further improving the Beaumont-Port Arthur road and for constructing some new roads. The contracts have been let for thirty miles of new road to connect with the roads of Hardin and Liberty counties. Orange County let a contract for the Mansfield Ferry road. Other counties in North and Northeast Texas have not been idle. Of the approximately 220 miles of Jefferson Highway tentatively allotted to Texas 167 miles of hard surfaced road have been assured. Eight of the ten counties in Texas have voted road bonds to the amount of \$3,995,000. Bond elections have been or soon will be ordered to construct the remaining 53 miles. Grayson County has 356 miles of macadam and gravel roads, built at a cost of \$1,550,000; Hunt County is completing a \$400,000 system of concrete and gravel roads and is considering another large bond issue. Hopkins County has under construction a hard surface road system costing \$450,000. Titus County voted \$200,000 for a hard surface road to run clear across the county. Camp County has voted a bond issue for road construction. Gregg and Harrison counties are finishing their hard surface roads. The latter county has 40 miles of good road.

Land Values in the Red River Valley near Texarkana, Tex.

(From "A Tale of Two Cities")

At a point, distant about six miles from Texarkana, where the plateau upon which the city (Texarkana) is located, almost abruptly ends, there comes in view a great area of alluvial land, rivaling in fertility and productiveness the Delta of the Nile. Stretching between this point and the river, nearly four miles away, were thousands of acres almost as level as a floor.

For untold ages the river had deposited its burden of sediment over this land, a rich legacy for the years to come. In some places these deposits were of a depth of sixty feet. Today, however, these riotous flood waters have been checked. At a cost of more than a half million dollars a levee has been constructed along the south and west banks of the river for a distance of fifty miles and approximately 100,000 acres of rich farming lands have been protected from danger of overflow. As only about fifteen thousand acres of this land are at present under cultivation, practically eighty-five thousand acres yet remain in timber. However, these timbered lands are rapidly being cleared and it is a matter of only a few years before the whole valley will be devoted to agriculture, enriching its owners and contributing to the wealth of the community.

The history of Arkansas and Texas is a history of the development of these resources.

While these two states are adding untold millions to the wealth of the nation through the products of their farms, there are thousands of acres in every county of either state which have never been touched by the plow. Therefore, it is not in the development reached that the homeseeker will find his opportunity, but in the very lack of development. Crude marketing methods, extravagant practices in farming and lack of diversification are faults that our people are just beginning to awaken to. Improvement along these lines has recently been very marked. Government appropriations for farm extension work, supplemented by state appropriations, profitable farming campaigns to encourage diversification, closer relations between the farmer and the business man of the city, are all factors which are making for more intelligent order and economy in this great world-old industry.

In many of the Northern states agricultural lands have been developed to the utmost. The limit of production has been reached. Land values have increased until farm investments are unprofitable. Land costing \$150 per acre renting for \$6 is a condition not uncommon in many of the farming sections of the North. And this unfortunate condition where, by reason of high land values, farming or proprietorship cannot be held as profitable, will continue. Higher prices for products would relieve the situation, but much higher prices cannot be obtained as long as cheaper lands of equal productiveness, therefore of a lower production cost, are in competition. Think this over. Farm lands in Ohio, Illinois, Indiana and many other states selling at \$100 to \$150 per acre will bring here \$25 to \$50 per acre. The soil is equal in productiveness; the price, only, differs. And, too, these cheaper lands will rent at from \$5 to \$12 per acre. Figure the interest feature of such an investment and compare it with the higher priced land with lower rentals.

To better illustrate these facts, some figures compiled from the government census of 1910, showing the comparative value and yield per acre of farm lands in a few states, are given here for the reader's information:

	Value per acre	Yield per acre
Arkansas	\$14.13	\$22.04
Illinois	95.02	17.24
Indiana	62.36	16.35
Ohio	53.34	17.62

This shows Arkansas annually produces 156 per cent of the value of its land per acre, Illinois produces 18 per cent, Indiana 26 per cent, and Ohio 33 per cent. To get as much from his land as the average Arkansas 40-acre tract produces, the Illinois farmer must own 51 acres, the Indiana farmer 52.6 acres, and the Ohio farmer 50 acres.

The Arkansas man pays for his 40 acres \$565.20 and produces.....	\$881.60
The Illinois man pays for his 51 acres \$4,846.00 and produces.....	\$881.60
The Indiana man pays for his 52.6 acres \$3,281.00 and produces.....	\$881.60
The Ohio man pays for his 50 acres \$2,667.00 and produces.....	\$881.60

The above comparisons are made between Arkansas and three other states, but we desire that it be understood that Texas, with an average value of farm land per acre of only 40 cents more than that of Arkansas, and with soil of equal productiveness, will show practically the same results under similar conditions as to crops, etc.

The percentage of increase or decrease in the rural and urban population of these states from 1900 to 1910, as shown in the United States census bulletin, is as follows:

	Rural	Urban
Arkansas	16.3	53.9
Texas	18.9	67.6
Illinois	0.3	30.4
Indiana	*5.1	30.5
Ohio	*1.3	31.5

*Indicates decrease.

The population per square miles in these five states is, Arkansas 25.0, Texas 14.8,

Illinois 100.6, Indiana 74.9, Ohio 117.0. for Arkansas and Texas, according to 1910 census report, was 17.6. The average increase for the following ten states: Missouri, Illinois, Indiana, Ohio, New York, Kentucky, Michigan, Wisconsin, Minnesota and Iowa, was only 0.3. It cannot be argued that the entire rural population of these ten states have drifted to the cities, because the increase in urban population of these ten states was only 28 per cent, while the increase in the urban population of Arkansas and Texas was 61 per cent. The fact is just this: All over 0.3 per cent of the normal increase of the rural population of these ten states have come South to the land of opportunities, and not only are we drawing from the rural population of these states but from the urban population. We are recruiting professional men, business men and skilled mechanics to supply the demand that the increasing population in Arkansas and Texas has created.



PLAZA FACING GARRISON AVENUE, FORT SMITH, ARK.

Fort Smith, Arkansas

has a Business Men's Club which believes it to be a serious mistake to "hide its light under a bushel." In a small leaflet, published by its secretary, Mr. George Sengel, the following information concerning the city of Fort Smith is made public in concise form:

FORT SMITH has a population of 32,-

500; has six trunk lines of railroad, sixty daily passenger trains, an interurban railroad, Van Buren to Fort Smith, and a belt line railroad, also has a union station; has 35 miles of street car lines, and builds her own street cars; has a commission form of government, 87 miles of paved street, the greatest sewer system with an outlet 13



GARRISON AVENUE, FORT SMITH, ARK.

feet in diameter, a water system owned by the city which cost \$1,000,000, numerous parks, a splendid paid fire department, a free steel bridge costing \$1,000,000, and many others; has the largest high school building in the South, costing a half million dollars, nine other school buildings which cost \$450,000, and employs 163 white public school teachers, two commercial colleges, a Carnegie Public Library, two conservatories of music; has churches of every denomination, their buildings costing \$2,000,000; a Young Women's Christian Association, a Young Men's Christian Association, each owning a fine building; a Play Grounds Association, and the best hospitals in the state; has a Country Club, golf links, race track, baseball park, annual interstate fair, several fine theatres and a natorium; has a Masonic Temple and a fine Elks Clubhouse; has natural gas, and gas wells adjoining the city limits, is underlaid with coal and has cheap coal, cheap gas and cheap wood, mines of smokeless coal all around the city; has forty miles of oiled automobile roads and splendid roads in the adjacent country; has two daily newspapers and the largest printing establishments in the Southwest; has the best hotels in the state and also the largest banking institutions; has more factories than any

other city in the Southwest, among them are: Two cotton seed oil mills, two ice plants, a pure milk plant, an oil refinery, the largest cotton compress and iron mill, a sewer pipe plant, a wholesale bakery shipping fresh bread to many points, a powder mill, stave and box factory, four ice cream factories, and manufactures harness and saddlery, brooms, stoves, wheelbarrows, drays, 15,000 wagons a year, school, household and office furniture, in all 1,460 car loads a year, cakes and crackers, pants and overalls, flour and feedstuffs, refrigerators, vitrified paving bricks, building bricks, engines and boilers, peanut butter, and has the largest sorghum syrup mill in the world. A mammoth canning plant is now under construction. The largest coffee roasting plants in the Southwest are at Fort Smith. Has more wholesale houses than any other city in the Southwest.

Being an industrial as well as commercial city, Fort Smith is a great buyer of farm products, for home use as well as for shipment to other places.

Summing up, Fort Smith is a good place to live in, is a good place to do business in, a good place to trade in. It has no saloons. It has more potentialities than any city of its size in the United States, it is the center of industrial life of the Southwest.

Fishing and Where to Fish Along the Kansas City Southern Railway

The Kansas City Southern Railway traverses a section of country in which fine fishing streams are numerous. Many of them are in the Ozark region where game fish of various kinds abound. One need not go far in any direction to find good fishing waters.

The game and fish laws of the several states are frequently changed and it is advisable therefore to secure some information before engaging in sport. Under the present Arkansas laws non-residents are prohibited from fishing in the streams of Arkansas. In Oklahoma fishing with hook and line is lawful from May 2 to the end of the year. In Missouri, Texas and Louisiana fishing with hook and line is lawful, though fish are protected certain months in the year. The places most frequently visited are the following:

Amoret, Mo. 68 miles from Kansas City, Mo. Bass fishing in Sugar Creek. In the Marais des Cygnes river are large Mississippi river catfish, ranging from ten to seventy-five pounds, blue channel catfish from one and one-half to ten pounds in weight, very game, and buffalo, carp, drum and white perch, ranging from three to thirty pounds. In Mulberry creek, two miles from town, are bass, perch and bull-head catfish.

The accommodations are the Rowe-Hall Inn, one block from railroad depot, with rates of \$2 per day or \$7 per week. The town has a well-equipped livery with automobiles and teams, with buggies, hacks or wagons. On Marais des Cygnes River, about three miles from town, the Amoret Commercial Club has a small club house open to all fishermen on application to the club. Mr. J. W. Carpenter, address Boicourt, Kan., can take care of two or four persons at a time on his farm near the river, and has on hand fishing paraphernalia and boats. There are good camping places along the several streams in the vicinity. For information, address Bowman & Company, Amoret, Mo.

Anderson, Mo. 192 miles south of Kansas City, Mo. Indian Creek, which flows through Anderson, affords convenient fishing, mainly black bass, sun perch, salmon, crappie and channel catfish. The Portland Hotel and Commercial Hotel have a rate of \$1.50 per day; the Central Hotel \$1 per day.

Along Indian Creek are several club houses. Accommodations for a few days or weeks can be had at Mr. J. B. Hutchinson's farm house about four miles from Anderson. There are numerous fine camping locations along this stream from one to two miles out of town and many fine farm houses. There are three livery stables and several garages and vehicles can be had at moderate prices. Mr. Leigh Wade, Anderson, Mo., will be pleased to furnish any desired information.

Bog Springs, Ark., via Hatton, Ark. 404 miles from Kansas City, Mo. The fishing streams near this health resort are Rough Creek, distant four miles; Cross Creek, running through this place; Robinson Fork, distant 6 miles; Bull Creek, distant 8 miles; Otter Creek, distant 8 miles; Mountain Fork, in Oklahoma, 18 miles, which is a large stream and has large fish. The several creeks mentioned have in them bass, sun perch, goggle eye perch, crappie, channel cat and other fishes.

The Bog Springs Hotel, rate \$1.25 per day, and the Valley Hotel, rate \$1.00 per day, can furnish ample accommodations and supply transportation to the fishing places, as well as the necessary equipment, including tents if required. There are several farm houses near the streams which will accommodate fishermen.

A conveyance for carrying passengers to and from Bog Springs meets all day passenger trains at Hatton, Ark. Trip is usually made in thirty or forty minutes.

Mr. J. H. Sharter and Mr. Grady Smith, address Bog Spring, Ark., will be pleased to furnish any desired information.

De Queen, Ark. 433 miles from Kansas City, Mo. There is good fishing in the Cosatott, Rolling Fork, Big Bear and Old and Little rivers, and farmhouses with good board are convenient to these streams, which also have many fine camping places. Hotel rates in De Queen are \$1.00 to \$2.00 per day. As non-residents are not permitted to fish in Arkansas, it is important to do the fishing in Oklahoma, a few miles west.

Elk Springs, Mo. 198 miles from Kansas City, Mo. On Elk River and near Indian Creek. About twenty miles of good fishing within three or four miles, some of it within a few hundred yards. Black bass, jack

salmon, crappie, perch and channel catfish are the varieties usually caught. There are in Elk Springs several comfortable hotels, and accommodations can also be had at farm houses near Elk River and its branches. Mr. A. J. Truitt and Mr. W. H. Fleming, Elk Springs, Mo., will be pleased to answer any letters of inquiry.

Goodman, Mo. 185 miles south of Kansas City, Mo. Indian Creek, distant two miles, and Buffalo Creek, distant two and one-half miles, both clear mountain streams, afford fine fishing in the proper season. Bass and perch take the bait promptly and when the streams are not too clear fine catfish are caught. The Goodman Hotel affords good accommodations. Address J. O. Pogue for information.

Marble City, Okla. 281 miles from Kansas City, Mo. Big Sallisaw river, about two hundred yards from town, affords good fishing, but the best point is north of town near Windsor Switch. The game fish caught are black bass and perch. There are some fine places for camps, both north and south of town. Hotel Marble City has a rate of \$1 per day. Mr. Geo. Silk will supply any desired information.

Mena, Ark. 380 miles from Kansas City, Mo. The best game fishes in this section are the mountain bass, crappie, catfish, red horse and jack salmon, found in the Ouachita river, Mountain Fork, Cossatot river and the Kiamichi. Excepting the Ouachita most of these streams also traverse Oklahoma, only a short distance away, and easily reached from Mena. The hotels in Mena vary in their rates, but large fishing parties can figure on a rate of about \$1.00 per day. Write for information to Fred Van Wagner, secretary Commercial Club, Mena, Ark.

Noel, Mo. 200 miles south of Kansas City, Mo. Noel is located at the confluence of Mill and Butter creek with Elk river. Indian creek, a broad, clear, swift stream, enters Elk river about two miles further south. If there is a fisherman in Southern Missouri or in Southern Kansas who is not familiar with the Elk or Cowskin rivers it must be admitted that his education has been sadly neglected. Here is where fishermen congregate every year and feel good when they catch no fish and feel better when they do. Black bass, jack salmon, crappie, red horse, perch and channel catfish are the principal catches.

Noel makes a splendid family resort, having ample accommodation at moderate rates, and many of the farms likewise are equipped to take care of summer guests. The rates of the City Hotel are \$1.50 per day or \$7

per week; Cottage Home, the same; James Fork, one-half mile in the country, \$1.00 per day; J. D. Stauber, one and one-half miles, R. L. Keever, two miles from Noel, \$1.50 per day. Cottages, furnished, can be rented by the week or month.

The O'Joe Club House, on the river bank, has a full equipment of fishermen's paraphernalia and boats and can take care of large parties. Mr. C. W. Coiner is in charge of the club house. Parties desiring information will do well to address Mr. L. J. Richardson, C. J. Light or Mr. H. C. Alexander, all of Noel, Mo.

Poteau, Okla. 326 miles from Kansas City, Mo. Bass, crappie, jack salmon, perch and channel catfish constitute the best fishing here, and these are caught in the Black Fork and Poteau rivers and in Long lake, Terral lake, Beaver lake, Round lake and Grassy lake, all within five miles of Poteau. There are plenty of conveniences and camping grounds and accommodations can also be had among the farmers. Llewellyn's Garage and the Poteau Transfer Company are in position to furnish conveyances and guides when desired. The hotel rates in town are, Milner Hotel, \$2.00 per day; Howell House, \$2.00 per day; Central Hotel, \$1.50 per day; Brown's Hotel, \$1.00 per day.

The country is especially attractive to camping out parties; the scenery is really pretty. The elevations range from 482 feet to 2,500 feet. The following named parties will be pleased to furnish any information desired: Mr. Tom Wall, Mr. Sam McClure, Mr. R. L. Kidd, all of Poteau, Okla.

Sallisaw, Okla. 291 miles from Kansas City, Mo. Big Sallisaw creek, five miles west, is the nearest fishing stream. Illinois river, 22 miles west, is considered a better fishing stream. Both are extensively fished by the local talent and in some years it requires an expert to make a good catch. The yellow and channel cat, perch, buffalo and bass are the kinds most often caught. The Goodwin, Central, Commercial and Sallisaw are the leading hotels.

Siloam Springs, Ark. 229 miles from Kansas City, Mo. Nearly all fishermen in Siloam Springs go to the Illinois river, which is in Oklahoma. Bass, large mouth, small mouth and rock bass, sprout cat, yellow cat, blue cat, spoonbill cat and channel cat, jack salmon, red horse, buffalo, carp, sunfish, rainbow trout and suckers are the usual catch. There are many places along the stream where board and lodging may be had. Flint creek, another stream, also affords good fishing. They can be reached by automobile or other vehicle from Siloam Springs. The hotel rates at Siloam Springs

are: Siloam Hotel, \$2 per day; Grand Central, European plan; Lakeside, \$2; Commercial, Tourist, Stamps, Home, Port Arthur hotels, \$1 per day. Mr. N. O. Baldwin, Siloam Springs, Ark., will be glad to furnish any desired information.

Stilwell, Okla. 258 miles from Kansas City, Mo. Sallisaw creek, about 5 miles southwest; Lee's creek, 10 miles southeast; Banner Fork, 6 miles north, and Illinois river, about 20 miles southwest, are the principal fishing streams. All these streams are nicely located for fishing and for outings, being in a hilly timbered region. Several varieties of catfish, bass, perch, crappie, buffalo, red horse, jack salmon, sunfish and suckers are most frequently caught. The Stilwell Fishing and Hunting Club has a clubhouse on Illinois river and the members have a good time there every year.

The hotel accommodations are good and cost from \$1 to \$2 per day. Teams and vehicles are available at all times. Mr. J. B. Johnson and Mr. C. L. Fletcher, Stilwell, Okla., will be pleased to furnish information.

Sulphur Springs, Ark. 205 miles from Kansas City, Mo. A fine family health and pleasure resort, with about eight hotels, having rates of \$7.50 to \$9 per week, and summer cottages, furnished, which can be rented at about \$20 per month. The nearest fishing streams, about 5 miles distant, are Spavinaw, Indian and Sugar creeks. Bass, perch, crappie and catfish are caught in these streams. Mr. S. O. Whaley, cashier Bank of Sulphur Springs, will reply to any letters of inquiry.

Watts, Okla. 236 miles from Kansas City,

Mo. Barron Fork and Illinois river are convenient. The Howard Hotel and the Brown News Company have good hotels here, with rates of \$1 and \$2 per day. Vehicles are available at all times at moderate cost. Buffalo, channel cat, small mouth bass are the principal catches. Fishing parties sometimes follow the Illinois to its junction with the Barron Fork and then fish upstream to Barron Station on the K. C. S. Ry. For information address J. L. Anderson, Watts, Okla.

Westville, Okla. 244 miles from Kansas City, Mo. Ballard creek, one and one-half miles northeast; Barron Fork, five miles southwest; and Illinois river, ten miles northwest, are the three most important fishing streams. Ballard creek is the most convenient and accessible and has many beautiful camping-out sites along its banks. It abounds in perch, jack salmon and black bass. Barron Fork is famous as a black bass stream, some have been caught which weighed 7½ pounds. Illinois river is fine for camping-out parties and harbors all kinds of fishes. There is a fine club house on this river near Wellington, Okla., about 15 miles from Westville, at which accommodations can be had. At Westville there is an automobile garage and two good livery barns. Several farms take summer boarders, among them Mr. Wm. Ruhl, on Ballard creek; Mr. Hugh Toney, on Barron Fork. Address both at Westville, Okla., and Mr. M. C. Crittenden, Chewey, Okla., on Illinois river.

For information address F. S. Howard, Barron, Okla.; E. C. Julian and K. G. Comfort, Westville, Okla.

Port Arthur, Texas, in 1916

Port Arthur is located in Jefferson County, Texas, on Lake Sabine, 12 miles inland from the Gulf of Mexico. This lake is seven miles wide and twenty miles long, with an average depth of seven feet. The outlet to the gulf is through the Sabine Pass, which is from three hundred to one thousand feet wide and twenty-eight feet deep. The Sabine and Neches rivers, both navigable, the Sabine for 64 miles and the Neches for 135 miles, empty into Lake Sabine. The Port Arthur Ship Canal, two hundred and seventy feet wide and twenty-seven feet deep, leads from Sabine Pass to the harbor, wharves and docks of Port Arthur. Connecting with this canal and skirting the city for

a distance of about six miles is the Sabine-Neches canal, one hundred and fifty feet wide and twenty-six feet deep, making it practicable to load deep draft seagoing vessels at Beaumont and Orange, Texas. The Mermentau, Sabine and Neches rivers are connected by the intercoastal canals, which have their beginning at New Orleans and are ultimately to reach Brownsville, Texas, on the Rio Grande. A large part of the work is already completed and light draft vessels can easily run from Lake Charles, La., to Orange, Beaumont and Port Arthur.

The city of Port Arthur was incorporated May 30, 1898. On January 1, 1910, it had

a population of 7,763. On January 1, 1916, it had 17,000, showing an increase of 9,237 since 1910. The city government, as now established, consists of three commissioners, one of whom is mayor.

The transportation facilities are the Kansas City Southern Railway, the Southern Pacific Railway and the Jefferson County Traction Company, which operates an electric suburban service between Beaumont and Port Arthur. The city street railway system has a length of seven and one-half miles and is modern in all respects. The quantity of freight handled in Port Arthur by the railways was as follows:

	No. cars	Tonnage	Revenue
Inbound	23,377	726,117	\$2,428,734
Outbound	9,685	431,169	932,578
Total	33,062	1,157,286	\$3,361,312

The port statistics for 1915 show that 529 vessels cleared for foreign ports, and that 501 vessels cleared in the coastwise traffic, a total of 1,030 vessels cleared during the year. The tonnage cleared was as follows:

	Tons	
	1915	1914
Foreign	2,626,970	2,423,641
Coastwise	3,940,455	3,145,813
Total	6,567,425	5,569,454

Increase, 997,971 tons.

Total valuation of tonnage, 1915, \$89,010,790; 1914, \$81,195,898; increase, \$7,814,892.

The banks of Port Arthur are the First National Bank, capital stock \$100,000, and the Merchants State Bank, capital stock \$50,000. The total surplus is \$231,721.86; the total deposits \$1,281,284.70. The valuation of taxable property in 1915 was \$7,696,025. The postal receipts for 1915 amounted to \$33,671.80, showing an increase of \$4,434.23 over the preceding year. The city has a very complete and up-to-date electric light plant and also an artificial gas plant, constructed at a cost of \$100,000.

Two of the largest petroleum oil refineries in the world are located here. They are the Gulf Refining Company and the Texas Company. Their plants cover many acres of ground and both companies maintain a fleet of ships to distribute their product. They employ approximately 4,500 men and boys and maintain a payroll of \$365,000 per month. Other industries in Port Arthur are the Port Arthur Rice and Irrigation Co., a cottonseed cake mill, a rice mill, cotton gin, a 500,000-bushel grain elevator, several oil

pipe lines covering three states, a planing mill, wireless telegraph station, local and long distance telephone service, a fish oil and fertilizer company.

The mercantile lines are represented in two banks, a trust company, an agricultural loan bank, five or more drug stores, eleven dry goods and clothing firms, two fish and oyster houses, eighteen grocers, four hardware and furniture dealers, one harness and saddlery firm, two jewelry firms, three livery barns, one steam laundry, two retail lumber firms, two millinery stores and about forty miscellaneous establishments.

For a city of Port Arthur's age and dimensions thirty miles of paved streets, fifty-four miles of shelled roads and twenty-five miles of concrete sidewalks is an achievement certainly to be proud of. The city owns several large parks and is working continuously upon their improvement. The Pleasure Pier is the largest of these undertakings, and is the one which has received the most attention. The Pleasure Pier, which has recently been acquired by the city, was constructed at a cost of approximately \$170,000, and extends 2,590 feet into Lake Sabine. Among other attractions the following are provided: A roller coaster, with a trackage of about a half mile, a moving picture and vaudeville theatre, a large dance hall, a bathing pavilion, facilities for boating and fishing and other attractions. In the city is the Port Arthur Opera House, which cost \$50,000 to build and three up-to-date moving picture theatres.

The public school system of Port Arthur is conceded to be one of the best in the state of Texas. The Port Arthur Independent School District has a taxable valuation of \$18,615,450. The six public school buildings fully equipped cost \$180,000, in addition to which there is the Port Arthur College and dormitories erected at a cost of \$65,000 and the Manual, which cost \$85,000 to build. The public school enrollment for the 1915-16 term was 2,502; for the 1914-15 term 2,121, showing an increase of 381 between the two terms. For the purpose of installing the Gary public school system in Port Arthur, the citizens recently voted favorably on a bond issue of \$450,000. Four city squares will be required in the installation of this system here. Port Arthur is the first city in Texas to adopt the Gary plan, which certainly indicates a progressive population highly interested in the development of education.

Among the other institutions of the city is the Mary Gates Hospital, constructed at a cost of \$160,000, said to be one of the

most perfect institutions of this character in the state; a model dairy; the Griffing Nurseries, one of the greatest nurseries in the South, propagating semi-tropical nursery stock; eighteen church buildings, nearly every denomination being represented. Financial provision has been made for the construction of an abattoir to cost \$20,000; an incinerator to dispose of the city's garbage to cost \$6,000; improvements on the pleasure pier to cost \$25,000; drainage \$180,000 and a public library building to cost \$55,000.

The water supply of Port Arthur comes from two artesian wells located at Port Neches, from which place the water is con-

veyed to the city through a 27-inch conduit—gravity flow—and is stored in a concrete reservoir. The artesian wells are 650 feet deep and have a daily capacity of three million gallons of water.

Rice is the chief agricultural product of Jefferson county, but large quantities of vegetables and truck generally are produced, which, owing to the presence of a large industrial population, find a good local market. More and better live stock and poultry are now raised and milk, butter, poultry and eggs bring satisfactory prices.

The Port Arthur Board of Trade, through its secretary, will be pleased to furnish any desired information.

The Industrial Progress of the Cities on the K. C. S.

The following manufacturing census, 1909 to 1914, shows the number of new manufacturing establishments, the capital invested, the value of the output and percentage of the increase in the value of the output. Port Arthur, Texas, is not mentioned in the table of statistics from which the following report is taken. This little city has 17,000

inhabitants, showing a gain of 9,237 since 1910. The monthly payroll of the city is \$500,000, of which \$365,000 is carried by two of the largest petroleum oil refineries in the world. The number of vessels clearing from Port Arthur in 1915 was 1,030, of which 529 were engaged in foreign and 501 in coastwise traffic.

	Number of Concerns		Capital Invested	
	1914	1909	1914	1909
Pittsburg, Kas.	45	49	\$ 1,801,000	\$ 1,786,000
Joplin, Mo.	100	77	4,038,000	2,992,000
Fort Smith, Ark.	103	83	4,442,000	3,206,000
Lake Charles, La.	44	33	4,253,000	1,619,000
Kansas City, Mo.	1,052	902	53,341,000	42,729,000
Shreveport, La.	73	61	5,671,000	3,719,000
Texarkana, Ark.-Tex.	49	47	2,184,000	1,792,000
Beaumont, Tex.	67	56	4,940,000	4,007,000
Totals	1,533	1,308	\$80,670,000	\$61,850,000

Number of new establishments, 225.

New capital invested, \$18,820,000.

The factory output of the several cities is shown as follows;

	Value of Products		Per Cent of Increase
	1914	1909	
Pittsburg, Kas.	\$ 2,169,000	\$ 1,817,000	1.94
Joplin, Mo.	5,950,000	4,136,000	43.9
Fort Smith, Ark.	4,646,000	3,739,000	24.2
Lake Charles, La.	3,689,000	2,251,000	63.9
Kansas City, Mo.	60,486,000	54,705,000	10.6
Shreveport, La.	6,250,000	3,643,000	71.6
Texarkana, Ark.-Tex.	3,126,000	2,646,000	18.1
Beaumont, Tex.	5,191,000	4,831,000	7.5
	\$91,507,000	\$77,768,000	

Increase in output 1914, \$13,739,000.

OKLAHOMA

And More Particularly Le Flore County and Poteau

Oklahoma is the youngest state in the Union. It was organized as a territory in 1890 and in 1907 Oklahoma Territory and the Indian Territory were admitted to the Union as one state. In 1890 the population was 258,657, in 1900 it was 790,391 and in 1910, the date of the last official census, 1,657,155. The United States Census Bureau's estimate gives the state a population on Jan. 1, 1916, of 2,158,194.

The land area of Oklahoma is approximately 70,000 square miles and the density of population in 1910 was 23 persons per square mile. The altitudes of the state vary from 400 feet in the lower levels of the southeast to 3,500 feet in the uplands of the northwest. Some of the western counties are in the Great Plains and much of Central Oklahoma is gently undulating prairie land. In the middle of the state the valleys are generally wooded and in the eastern half are great forests extending from the Kansas line to Red river. The Ozark Mountains extend over the eastern border from ten to fifty or sixty miles, changing gradually from heavily wooded hilly lands to undulating grass covered prairies.

The principal streams which drain Oklahoma are the Red and the Arkansas rivers. Into the Red river flow the Salt Fork, North Fork, Cache, Washita, Boggy, Kiamichi and Little rivers. Into the Arkansas flow the Verdigris and the Grand (or Neosho) from the North; the Nescatunga, the Cimmaron and the two Canadians from the west and the Poteau from the south.

The winters are mild and open and the summer weather is pleasant. The rainfall in Eastern Oklahoma is from 35 to 45 inches, being greatest in the southeast part. In Western Oklahoma it varies from 16 to 25 inches. Public health is good in all parts of Oklahoma.

The soils in all parts of the state are generally fertile. In the prairie regions they are generally sandy loams except near the water courses, where they are alluvial in character and exceptionally productive. In the eastern, or forest area, there is a diversity of soils, ranging from light sandy loams to heavy black soil near the water courses.

Eastern and Central Oklahoma produce the bulk of the crops of the state. Here the rainfall is ample and well distributed.

In Western Oklahoma the production of live stock and the raising of forage crops, which weather a less abundant rainfall, are the engrossing pursuits.

The agricultural products of Eastern and Central Oklahoma are cotton, corn, wheat, alfalfa, kafir corn, sorghum cane, broom corn, small grain, orchard and garden fruits, vegetables, cabbage, potatoes, poultry and live stock. The best lands yield a bale of cotton per acre, worth ordinarily about ten cents a pound, and a half bale makes good money. Wheat runs from fifteen to thirty bushels per acre. Corn will produce thirty bushels per acre in the west and from fifty to seventy-five in the east. According to the reports of the State Board of Agriculture for 1915 the value of the state's agricultural products, including live stock, was \$321,386,000, consisting of 123,900,000 bushels of corn, valued at \$56,994,000; 36,540,000 bushels of wheat valued at \$32,521,000; 1,058,000 tons of hay valued at \$5,925,000; 37,800,000 bushels of oats, valued at \$13,230,000; 2,975,000 bushels of potatoes, valued at \$2,499,000; 81,000 bushels of rye, valued at \$62,000; 212,000 bushels of barley, valued at \$106,000; 690,000 bushels of sweet potatoes, valued at \$504,000, and 630,000 bales of cotton, valued at \$34,050,000.

The live stock is reported as follows: Dairy cows, 519,000 head, valued at \$28,545,000; other cattle, 1,186,000 head, value \$44,949,000; horses, 743,000 head, valued at \$63,155,000; swine, 1,491,000 head, valued at \$10,735,000; sheep, 95,000 head, valued at \$475,000; mules, 282,000 head, valued at \$27,636,000; poultry on farms, 8,501,237; eggs, 46,000,000 dozen; fowls raised, 16,264,003; apple production, 780,000 barrels; peach production, 2,408,000 bushels; pear production, 68,000 bushels. Number of farms in state, 1910, was 190,192.

Young as Oklahoma is, it has made a wonderful record in its agricultural development. The possibilities in the development of its mineral resources are beyond computation. The coal fields of Eastern Oklahoma cover an area of approximately 20,000 square miles, and the quantity of coal mined yearly has a value of about \$8,000,000. The U. S. Geological Survey estimates that there are still seventy-nine billions of tons of coal that can yet be mined. In 1915



10,000,000 CUBIC FOOT GAS WELL, NEAR POTEAU, OKLA.

Oklahoma produced 122,000,000 barrels of petroleum and only one-fifth of the oil supply has been so far developed. Lead and zinc are being extensively mined in North-eastern Oklahoma and there are available for future development deposits of salt, of asphalt, gypsum, shales, clays, glass sands, cement materials and other minerals. While the timber has to some extent been exploited, there is much good timber still available for manufacture. The production of gas is estimated to be not less than two billion cubic feet per day and gas production is in its infancy.

LE FLORE COUNTY, OKLAHOMA.

Le Flore is the third county north of Red River and borders on the Arkansas state line. Sebastian, Scott and Polk Counties, Arkansas, adjoin it on the east, Sequoyah County, Oklahoma, on the north and McCurtain County on the south. The area of the county is 1614 square miles and in 1910 the population was 20,127. Since then the population has greatly increased, some say, almost doubled. The topography is diverse, there being several hilly and broken areas, formed by the Kiamichi, Cavanal and Wind-ing Stair mountains, all covered with timber, and again large areas of level or gently undulating lands, some covered with timber and others open prairie and more or less fine river bottom lands. About one-half of the area of the county is covered with timber, the remainder being prairie

land. The Poteau river, flowing north, and its tributaries drain the greater part of the county. Tributaries of the Kiamichi and Little River originate in the county, flowing southwesterly and southeasterly. The rainfall from April to September is about 21 inches and for the year about 40 inches. Good potable water is obtained from wells at moderate depth in all parts of the county.

The soils vary from sandy loams to clay lands on the uplands and from dark, sandy loams to stiff black soils on the bottom lands. Nearly all the tillable lands in the county have strong fertile soils which produce liberally. Corn yields an average of 30 bushels to the acre. Yields as high as 80 bushels on the bottom lands are not uncommon. Wheat will run from 20 to 40 bushels per acre; oats, from 40 to 75 bushels per acre. Alfalfa will average one and one-half tons per acre and is cut sometimes five times a year. The average cotton yield is one-third of a bale per acre, though many farms produce one bale per acre. The average bale weighs 500 pounds and the average price is ten cents per pound. Two crops of potatoes are usually grown on the same land in this county, the crops averaging about 200 bushels per acre. Forage of all sorts is produced in quantity. Horses, mules, good cattle and hogs are produced in considerable numbers. The natural pasturage is good and lasts from eight to nine months in the year. Good water is abundant. Forage is abundantly

and cheaply produced and the climate is all that can be desired for successful stock raising.

Truck gardening has grown to be a business of some magnitude and is a source of considerable revenue. Fruits of all kinds do well and large quantities of apples, plums, pears, peaches and straw and blackberries are shipped to the northern and southern markets each year. The peach crop is more certain here than farther north.

Timber of all kinds is abundant in Le Flore County. The principal supply is oak, hickory, gum walnut and pine. About a quarter million acres of timber lands in the southern part of the county will be placed on the market in the near future. At the present time about one hundred sawmills and planing mills are manufacturing hardwood and pine timber into merchantable lumber.

Coal of excellent quality is very abundant in the county and convenient to the several railway lines. Indications point to the presence of oil, but the experimental borings so far made have developed gas and this in enormous quantity. It is piped to Fort Smith, Poteau, Howe and other places and used for manufacturing, lighting and household purposes.

Le Flore county's transportation facilities consist of the Kansas City Southern Railway and branches, the St. Louis & San Francisco Railway, the Midland Valley Rail-

way and the Rock Island Railway's Choctaw, Oklahoma & Gulf branch.

POTEAU, OKLAHOMA.

Poteau is the county seat of Le Flore County and is located at the crossing of the Kansas City Southern and the St. Louis & San Francisco Railways. The Poteau, Fort Smith & Western Railroad, which hauls supplies from Poteau to the coal mines and delivers coal from the mines to the trunk lines, has its initial point here. The population of Poteau is estimated to be between 3,300 and 3,500. It is the center of the Oklahoma and Arkansas coal district and is underlaid with coal and surrounded by coal deposits. Several mines are operated in close proximity. When in full operation the daily average output is one hundred carloads of coal. Immense clay and shale beds are very convenient to the coal and some of them are used in the manufacture of paving brick, sewer pipe, tiling, etc., etc.

There are about one dozen large gas wells convenient to Poteau. During the past six months (June, 1916) six new wells have been completed. The average production of each well is about seven and one-half million cubic feet per day. Pipe lines have been laid to Fort Smith, Howe and other places and are supplied with gas from Poteau. The drilling thus far has been done by the Le Flore County Gas and Electric Company, but recently several other companies have



AN IMPORTANT PRODUCT OF LE FLORE COUNTY, OKLAHOMA

secured oil land leases and are preparing to develop both gas and oil. Gas for domestic purposes is at present sold at 25 cents per thousand cubic feet. For manufacturing purposes the rate is 3 cents per thousand cubic feet. The wells bored so far show every indication of long life and it is felt that the supply will last for many years. If the supply ever should give out, there is an unlimited supply of the best semi-anthracite coal under and in the immediate vicinity of Poteau.

There are in Poteau the following described manufacturing establishments:

A glass bottle factory, large enough to employ 200 men. This plant has recently added five new bottle machines and materially increased its payroll. Connected with

Four or five cotton gins of large capacity. An ice plant of 35 tons daily capacity.

An ice cream and bottling plant. The machinery for operating a creamery has been purchased and a creamery will be installed as soon as the buildings can be completed.

A handle factory employing a large force of men has been in operation for a number of years.

A flour mill and grain elevator were erected some years ago and have been in constant operation.

In addition to these there is in Poteau a steam laundry, a planing mill employing 100 men, an electric light plant, a municipal water system and several coal mines. There has been incorporated a company to manufacture hay presses. The construction of a



A STREET SCENE IN POTEAU, OKLA.

the glass plant is a box factory, employing several people, and supplying the glass factory with boxes.

A brick plant has been in operation for a number of years. Besides supplying the local needs, large quantities of bricks are shipped to other places.

An iron foundry and machine company, thoroughly equipped and up-to-date. This plant will do all the foundry and machine work of the Central Coal and Coke Company. It will make boilers, small steam engines, generators and do all sorts of big foundry work. It now has orders for more than 6,000 car wheels. The plant will employ sixty men.

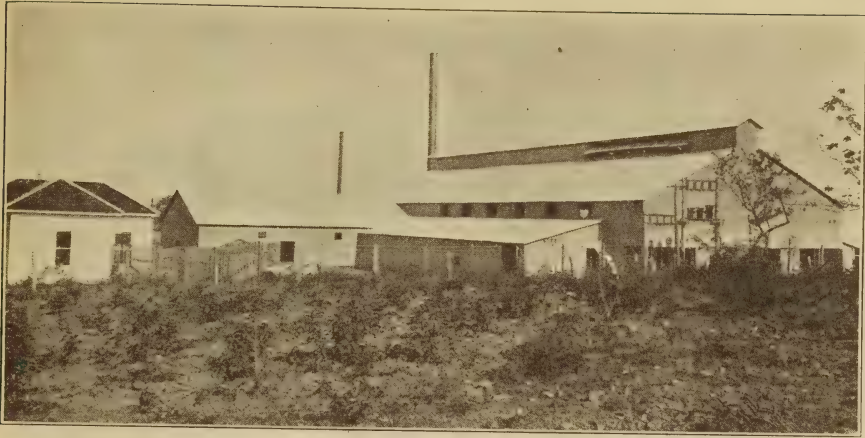
A cotton seed oil mill with a capacity of forty tons of seed per day.

zinc smelter has been assured and the work of building it is to begin in July, 1916. This smelter will have employment for 250 men.

During the past six months (June, 1916) there have been completed nine brick business buildings and thirty new residences. Five miles of cement sidewalks have been laid and new paving districts have been formed for laying additional concrete pavements.

Road bond issues have been voted in several townships and large forces are now at work establishing recently designated state highways on grade and building bridges and culverts.

The city has three prosperous banks, some forty or more mercantile houses, carrying large stocks, four hotels and a large new up-



POTEAU GLASS PLANT, EMPLOY'S 125 MEN

to-date hotel to be built, a good public school system, seven religious congregations which have buildings of their own, a sewer system, two newspapers, concrete sidewalks, two lumber yards, an opera house and the minor industries common to cities of its population.

BUSINESS OPPORTUNITIES IN POTEAU AND DE FLORE COUNTY.

There are openings for all kinds of business or manufactures in Eastern Oklahoma. In Poteau the following named lines of manufacture would find abundant raw material, the cheapest fuel, abundant good water, labor which could live cheaply on the local food production, and good facilities for the distribution of the products: A barrel, stave and heading factory, a general cooperage plant, a box and crate factory, a veneering plant, a furniture plant, plant for making wagon timbers, hubs, spokes and felloes, has fine brick shales, clays for pottery and has cheap natural gas for manufacturing same. Great quantities of cotton are handled here, and a mill for making

coarse cotton cloth for awnings, tents, etc., might pay. Anything requiring much cheap gas fuel or coal can be manufactured here, particularly the smelting of metals, manufacture of glass, pottery or clay products. A very large percentage of the population along the K. C. S. railway is industrial. It needs food supplies, pork, beef, grain, poultry, vegetables and fruits, as well as clothing, hats, gloves, etc., which might be raised or manufactured here as well as elsewhere.

Lands in quality are as good as the best in the older well settled states and in the matter of price range from \$5 per acre to \$50 per acre for unimproved land.

Oklahoma is a young man's country. Its population is rugged, virile and determined in character. Its population made the state what it is. More of the same kind can make it grow faster. Five years from now Eastern Oklahoma will be as densely settled as any of the central states. To the man seeking a home or new opportunities, the accepted time is now, not five years from now. The towns of Poteau, Howe, Spiro and Heavener, all in Le Flore county, have commercial clubs and specific information can be had by addressing any of them.



From the Orchard and the Gardens

A report issued by the U. S. Department of Agriculture for the season's shipment of fruits, berries and truck up to June, 1916, gives the aggregate shipments as follows: Cabbage, 4,719 carloads between March 25 and June 20. Of this total, 139 carloads were shipped from Louisiana and 314 carloads from Texas. New potatoes, 8,308 carloads, of which 144 were shipped from Arkansas, 552 from Louisiana, 165 from Oklahoma and 1,330 from Texas. Strawberries, 14,071 carloads, of which 1,727 carloads were shipped from Arkansas, 1,643 from Louisiana, 1,114 from Missouri and 183 from Texas. Tomatoes, between March 19 and June 20, 6,650 carloads, of which 83 carloads were shipped from Louisiana and 533 from Texas. Cantaloupes, 2,702 carloads. Watermelons, 1,114 car loads, of which 74 carloads were shipped from Texas.

The value of the American strawberry crop for 1916 is estimated at \$20,000,000. The acreage devoted to this crop, as estimated by the Department of Agriculture, was as follows: Tennessee, 17,496 acres; Louisiana, 16,540 acres; Arkansas, 13,830 acres; Maryland, 9,175 acres; Delaware, 7,349 acres; Missouri, 6,300 acres; New Jersey, 5,015 acres, and California, 5,584 acres. The value of the entire fruit production of the United States amounts to about \$250,000,000 a year.

The reports of the berry shippers' associations, so far as published, are incomplete. Washington county, Arkansas, reports the shipment of 300 carloads with net returns of \$210,000. In Northwestern Arkansas, the town of Johnson reports shipping 56 carloads; Springdale, 85 carloads; Fayetteville, 160; Tontitown, 17; Littoral, 12; Mount Comfort, 20; Farmington, 67; Decatur, 51; Gentry, 4; Siloam Springs, 10; Horatio (southern Arkansas), 31; Siloam Springs (from K. C. & M. Ry.), 93. Large shipments were made by express from many of the smaller towns in Arkansas.

The shipments from towns in Missouri were estimated to exceed one thousand carloads. Of these Neosho, Mo., is reported to have shipped 173 carloads, plus the crop of Tipton Ford 15 carloads and McElhaney 41 carloads. Sarcxie is reported to have shipped 150 carloads, Anderson, 137; Goodman, 38; Monette, 79; Joplin, 6, and Bel-fast, 35 carloads. Shipments were also made from Seneca, Billings, Republic, Hur-

ley, Columbus, Stark City, Aroma, etc., etc. The prices obtained varied from \$1.50 per crate to \$3.28, though \$2 per crate was the prevailing figure. Part of the crop was lost because there were not as many pickers available as were needed.

Decatur shipped in all 51 carloads, which brought to the growers approximately \$42,000. Of this the pickers received about \$11,000. It is estimated that the cost of crates and boxes, picking and loading is about 80 cents a crate.

Last year the average per crate was more than \$2 during the entire season, while some cars sold for as high as \$3.30 a crate. This was a record for the growers who produce their berries for about seventy-five cents a crate. At least they figure that much before they figure any profit on their crops.

The cost to produce an acre of strawberries has been estimated here as follows:

Plowing and preparing ground.....	\$ 2.50
5,000 plants standard varieties.....	15.00
Expense of setting plants.....	5.00
Cultivating, fifteen times.....	7.50
Hoeing, three or four times.....	10.00
Mulch and spreading same.....	5.00
Total.....	\$45.00

The profits—the price received, depends largely upon the supply and quality of the fruit, generally varying from 6½ to 12½ cents per quart.

Taking 8 1/3 cents as a comparative average price per quart throughout the season, the gross returns per crate of a 100-crate yield will be \$200; of a 200-crate yield will be \$400. Deducting the expenses of picking, 1½c per quart, and the cost of the crate, 14c, or a total of 50c per crate, the net returns will be from \$150 on the minimum yield to \$300 on the maximum yield. From these net returns, charging the average expenses of \$45 for the growing of one acre, the profit will be from \$100 to \$250 per acre.

The following examples show the grower on one-half an acre within our city limits sold last year \$186.29 worth of berries. Another grower with four acres sold \$1,138.18 worth. Another with five acres sold \$1,571.70, and still another with six acres sold \$1,956.52 worth.

The berry growers of Horatio, Ark., produced a crop which was sold for \$45,000.

The average income from strawberries was not less than \$100 per acre and some of the growers cleared over \$300 per acre.

G. C. and Joseph Shields of Decatur produced and shipped 365 crates of berries from 1 $\frac{3}{4}$ acres, which at \$2.00 per crate must have yielded \$730.

The citizens of Locksburg in Sevier county have organized a berry growers' association and will plant 107 acres in strawberries this year, so as to have a crop the next season.

The Southwestern Produce Association at Lake Charles reports the sum of \$3,052 obtained for strawberries grown on a tract of 15 acres, a money yield in excess of \$200 per acre.

Mr. Paul Knod, who operates an extensive truck farm at Gillham, in Sevier county, Arkansas, planted twenty acres of a worn-out hillside in a good variety of blackberries. Last year this crop yielded \$100 an acre. Mr. Knod says that this year's crop is in fine condition. Twenty-four pint crates will be used largely. Mr. Knod plants the McDonald blackberry with every third or fourth row planted to the Sorsby variety which pollinizes the McDonald variety. The latter will not bear if planted alone. Mr. Knod will also ship a large quantity of cantaloupes, melons, cucumbers and other fruit and truck.

The Peach Crop.

Forecasts concerning the magnitude of the peach crop were made by several produce trade journals, but these only in part covered the probable production. The general deduction is that there will be no peaches from Missouri or from Kansas; that there will be very few, if any, in Arkansas, north of Fort Smith, and that there will be a larger crop than usual in Texas.

Peaches have been moving in Texas since the middle of May. The Mamie Ross, Slappy, Victor and Early Wheeler are now moving. The Elberta crop will be very light in the Jacksonville, Mt. Selman, Bullard and Palestine districts, which shipped several hundred carloads last year. Tyler will have about 100 carloads this year; Athens, 75; Sulphur Springs, 100; Mount Pleasant, 135; Naples, 36; Omaha, 23; Cooksville, 23; Winfield, 51; Mount Vernon, 115; Saltillo, 24; Pittsburg, 40; Peachland, 31; Seavarg, 90; Chandler, 24; Murchison, 24 and Athens 68 carloads.

Last season the production was between 3,000 and 4,000 carloads and a larger crop is predicted for 1916. Texarkana, Ark.-Tex., figures on ten carloads.

The crop in Arkansas is estimated at about 2,000 carloads.

The peaches are larger now than they were during the active shipping season last year, owing to more favorable weather conditions and the further fact that the stand is thinner on the trees. Northwest Arkansas will ship no peaches, owing to killing frosts that occurred after the buds were well advanced. The Arkansas Valley orchards will yield from one-third to 60 per cent of a normal crop and in this section the fruit is large and of good quality. In one or two sections hail damaged the fruit and here "cat faces" and knotty fruit have to be culled out. Crawford county was visited by hail storm May 20 resulting in some damage and some of the fruit is badly "waxed" and bruised. The orchards at Highland, Horatio, DeQueen, Dardanelle and many other points have been well sprayed and the fruit bears evidence of this fact. Many orchardists are introducing tractors for tillage purposes and otherwise giving their peach crop better care.

The crop will begin to move in the Highland district the first week in July and from the Arkansas Valley section July 15. The bushel basket will be used as the regulation container, although flats will be used for early express shipments.

Highland, Ark., expects to ship 800 carloads; other towns in the Highland district, 250 carloads; South Arkansas, 11 carloads; Horatio, 100 cars; DeQueen, 10; Lockesburg, 10; Gillham, 5; Cove, 5; Sallisaw, Okla., 8; Wickes, Ark., 10; Hatfield, 5; Mena, 5; Waldron, 1; Poteau, Okla., 8; Spiro, 8; Scottsville, Tex., 100.

The Arkansas Valley will ship from 38 towns—as now estimated, 1,122 carloads. Northeast Arkansas points are estimated to ship 99 carloads.

Clarksville, Ark., expects to ship about 35 carloads; Chidester, 10; Dardanelle, 50; Alma, 100; Mulberry, 25; Dyer, 25; Van Buren, 150; Reedy, 25; Mountainburg, 25; Harrison, 50; Lamar, 6; Patmos, 4, and Van Buren, 200 carloads.

The Apple Crop.

The carload shipments of apples from Northwest Arkansas for the season 1915 amounted to 1,488 carloads. There is some diversity of opinion as to what the magnitude of the crop will be for the season of 1916. In the west half of Benton county, Arkansas, the average estimate is placed at 40 per cent of the normal crop. In the vicinity of Rogers, Ark., a yield of 60 to 75 per cent of last year's crop is expected,

and this also holds good for the neighborhood of Bentonville. The estimate for the crop in the vicinity of Fayetteville, in Washington county, is 25 per cent over last year's crop. Other estimates claim that the crop of 1916 will, in quality, equal that of 1915. The yield of Black Twig and Winesaps will be smaller than usual, but the Ben Davis, Gano, Jonathan, Yellow Transparent, Maiden Blush and Grimes Golden promise a sixty per cent yield. The crop at Goodman, Mo., is estimated to yield forty per cent of normal. At Anderson and Neosho a crop of fifty per cent of normal is expected for 1916.

The season has been wet and cool and unsprayed orchards were subject, more or less, to fungus troubles. Sprayed orchards are in good condition.

The Tomato Crop.

Louisiana has shipped between March 19 and June 20, 1916, in all, 83 carloads of tomatoes, and Texas, during the same period, 533 carloads. These came from the extreme south in both states. The crop from East Texas began to move about June 5. Jacksonville, Tex., has been shipping from ten to twenty carloads per day. The estimate for the shipping points in East Texas is that between 750 and 1,000 carloads will be shipped for the season. The Arkansas crop is grown more particularly for the use of the canneries, though part of the crop is shipped to the northern market.

The Irish Potato Crop.

Up to June 20, 1916, Arkansas has shipped 144 carloads of Irish potatoes; Louisiana, 552 carloads; Oklahoma, 165 carloads, and Texas, 1,330 carloads. Of the Louisiana and Texas crop much was moved in May and earlier, the Arkansas crop coming in between June 1 and June 10. On May 15 it was estimated that the following shipments would be made from points along the Kansas City Southern railway: Gans, Okla., 15 to 20 carloads; Redland, Okla., 10; Spiro, Okla., 80; Braden, Okla., 90; Peno, Okla., 35; Foreman, Okla., 3; Shady Point, Okla., 4; Poteau, Okla., 10; Howe, Okla., 4; Heavener, Okla., 5; Hodgens, Okla., 3; Cove, Ark., 3; Winthrop, Ark., 3; Texarkana, Tex., 6; Atlanta, Tex., 4; Shreveport, La., 6; Alexandria, La., territory, 250, and Lake Charles, La., 4 carloads.

The estimates of the crop of the Arkansas River valley reaches 1,800 carloads. The Fort Smith territory shipped 749 carloads;

Fort Gibson territory, 371 carloads; Muskogee territory, 149 carloads; Gore territory, 128 carloads; Webbers Falls territory, 104 carloads. The prices have been running from \$1.25 to \$1.35 per bushel, and it is thought that an average of \$1.00 per bushel will be obtained. The average carload contains 400 bushels. On some of the well drained loamy high ground the yield has been 200 bushels to the acre.

The new colony at Oretta, La., shipped its first carload of potatoes to Kansas City, Mo., receiving f. o. b. Oretta ninety cents per bushel. Later in the season the colony will ship several carloads of melons and sweet potatoes.

The Sweet Potato Crop.

Louisiana and East Texas produce annually very large quantities of sweet potatoes and yams, but the home consumption is so great that little effort, if any, has been made to supply the northern markets. Arkansas is, however, introducing its sweet potato crop into the northern homes and finds a market.

Sweet potato growers in the Fort Smith district, especially in Sebastian, Crawford, Franklin and Logan counties, are increasing their acreage yearly in the Nancy Hall sweet potato. Growers in this territory now find a ready market in Kansas City, Denver, Pueblo and Chicago for this particular variety of the sweet potato family. The Nancy Hall has a rich yellow meat, is a good keeper and shipper. Where grown on sandy loams, such as found in this district, it comes out with a smooth, clear skin and is more uniform in size than some other varieties. It is an excellent canner and as such now has a regular place on the market. Bert Johnson of Highland, Ark., will move several cars again this year into Texas points, Little Rock and Memphis. Like all southern potatoes it is moist and juicy when cooked, containing just enough sugar to make it a delicious edible.

The acreage in the Fort Smith district will be a little larger than last year. Digging will commence the middle of August when the crop will begin to move if the market is right. Otherwise growers will store in well built, ventilated potato houses and cellars where they will keep until the following spring. The largest growers around Fort Smith are C. H. Boyd, John F. Neece, R. O. Stough and Fred Schluter. In Crawford county there will be heavy carload shipments from Van Buren, Dyer, Alma, Mulberry and one or two other points. L. H. Seymour, county agent at

Van Buren, reports 300 acres from these points.

At Booneville, Logan county, the commercial crop will aggregate 200 acres, the largest growers being J. T. Jones, L. W. Sweeney, D. N. Guinn, J. N. Chandler, L. G. Wilson, R. L. Moody and W. B. Taylor, all of Booneville; Col. Henry Stroup and O. G. Cox and Francis Smith, at Paris, Ark.; Ed. Coleman and J. T. Martin, at Chismville, Ark. All of these growers have splendid storage houses for keeping their potatoes during the winter season.

The Texas Onion Crop.

Laredo, Tex., had shipped, up to June 9, 2,311 carloads of onions, with a few carloads still to ship. The shipment this year, 1916, amounted to 511 carloads more than was expected. In some localities the production was beyond all earlier calculations. The production of the state will reach 5,000 carloads. The average price was from \$1.50 to \$1.75 per crate.

The Cantaloupe Crop.

Cantaloupes and melons have been moving from California, Florida, Georgia and Texas since May. Up to June 20 there had been shipped 1,114 carloads, of which Texas provided 74 carloads. East Texas and North Louisiana will ship some cantaloupes, but no large quantity. From shipping points along the Kansas City Southern railway, the following shipments are expected: Granniss, Ark., 4 to 6 carloads; Gillham, Ark., 10 to 15 carloads; DeQueen, Ark., 10 carloads; Horatio, Ark., 80 to 100 carloads, and Winthrop, Ark., 4 carloads. These will be shipped between July 10 and 15. Southwest Arkansas expects to ship in all between 400 and 500 carloads of cantaloupes and 100 carloads of watermelons.

Horatio, Ark., June 23.—The present outlook for cantaloupes was never better. The acreage here is much larger than last year. Weather conditions have been favorable and the vines are in excellent shape. There is no disease and the quality of the stock should be fine. All melons are grown from Rocky Ford seed. The melons will be carefully graded and packed and will be put up in flat and standard crates. The movement will commence around July 5. It is estimated 100 to 125 cars will be loaded. H. C. Pride will handle the crop. Mr. Pride

also is a distributor of strawberries, melons and peaches. He will ship about 50 to 75 cars of Elbertas packed in bushel baskets. The movement begins July 4.

Gillham, Ark., June 23.—The Knod Fruit and Truck Company expects to ship 25 to 30 cars of cantaloupes. All stock is grown from Rocky Ford seed and as the vines are free from disease and in fine condition the melons should be of excellent quality. The stock will be put up in flats and standards under careful inspection and grading.

This company also has a large acreage in grapes. The vines have been thoroughly sprayed and are clean and free of disease. The vines are heavily loaded and the company expects to ship 15,000 baskets, in carlots and less. The grapes will be ready July 10 to 20.

Around five cars of Elberta peaches will be loaded also about July 10. The fruit will be packed in bushel baskets.

The Knod Fruit and Truck company packs all of its products under the "Ozark Beauty" brand.

McCaskill, Ark., June 23.—Scott Brothers of this place expect to have about 30 cars of cantaloupes grown from Rocky Ford seed. The melons will be packed in standards and flats. The outlook is promising. The movement begins about July 10.

Hope, Ark., June 23.—There is a larger acreage in cantaloupes here this year than last. It is estimated 15 cars will be shipped against express lots a year ago. Rocky Ford seed was planted. The melons will be packed in flats and standards and will begin to move July 10.

About 20 cars of Elberta peaches will be harvested here this year. The fruit will be put up in bushel baskets and will be moving July 10. C. S. Lowthorp, sales manager for the Hempstead County Fruit and Vegetable Association, will handle the crops.

The Ozark Cider and Vinegar Company of Siloam Springs and Centerton, Ark., has been shipping a carload of vinegar every day for a month past.

A recent visit to the orchards of Jefferson County, Texas, by Prof. W. B. Lanham and Prof. A. T. Potts, of the U. S. Market Bureau, brought out the fact that there were 40,000 Satsuma orange and 600 other citrus fruit trees in the county.



Joplin, Missouri

There is only one Joplin on the map. It is the metropolis of the world's greatest zinc and lead mining district, producing over \$18,000,000 a year in ores. By reason of the numerous railroads that have entered the city to participate in the enormous freight tonnage, it has also become an important commercial center.

Forty thousand people live in Joplin and as many more in the flourishing cities, towns and villages within a ten-mile radius. Joplin, situated at the foothills of the Ozarks at an altitude of one thousand feet above sea level, enjoys a salubrious and healthful climate—neither excessively hot in summer nor cold in winter. Seventeen large public schools, thirty-one churches of all denominations, and the Carnegie Library provide for the educational and spiritual welfare of its people.

MINING.—Lead ore was discovered on Joplin Creek in the late 50s and mined in a crude manner until the discovery of zinc ore about 1871, when the town was organized. Unfortunately, the records of early production were not preserved, but from the best information obtainable the output of mineral to date approximates \$250,000,000, out of which have been taken many fortunes for the operators and millions in wages for the miners.

MANUFACTURING AND JOBBING.—With

cheap power and ideal transportation facilities, Joplin has rapidly gained prominence as a manufacturing and jobbing point. There are still the best of opportunities open in almost every line of industry. Our mining machinery, white lead, dynamite and other manufactured products are shipped to all parts of this country and abroad. Our jobbing houses supply a rapidly expanding trade throughout Southwest Missouri, Kansas, Arkansas and Oklahoma. One wholesale grocery house, with \$500,000 capital, is doing an annual business running into the millions. Land suitable for factory sites, reached by a network of switches, surrounds the city on every side.

FUEL AND POWER.—The Kansas coal fields are but twenty-five miles distant, two natural gas pipe lines—the Kansas Natural and Quapaw—bring gas from the illimitable Oklahoma fields. The Empire District Electric Company, with a generating capacity of nearly 50,000 horse-power, supplies an unequalled light and power service to the most remote parts of this district.

STEAM AND ELECTRIC ROADS.—Seven great railway systems—the Frisco, Missouri Pacific, Kansas City Southern, M. K. & T., Santa Fe, Missouri & North Arkansas and the Missouri, Oklahoma & Gulf—enter Joplin and radiate from the city in twelve directions. The first two enter their own



FOURTH STREET, LOOKING EAST, JOPLIN, MO.



MAIN STREET, LOOKING NORTH, JOPLIN, MO.

depots and the others at the beautiful new Union Station. The Southwest Missouri Electric Railway and the Joplin-Pittsburg Railway furnish splendid local and inter-urban service in Joplin and to all near-by towns.

PUBLIC UTILITIES.—The Home and Bell Telephone Companies furnish up-to-date local and long-distance service. The Postal and the Western Union Telegraph Companies give us quick connection with the outside world and bring the Associated Press reports to our newspapers.

The Joplin Water Works Company furnishes the city with an abundance of the purest water in America from spring-fed Shoal Creek. The Joplin Gas Company mains reach every part of the city, distributing natural gas for domestic use at 25 cents per 1,000 cubic feet. The Empire District Company and the Municipal Light Plant furnish abundant light and power at low rates.

NEWSPAPERS.—The Joplin Daily Globe is served with our breakfast and the Joplin

News-Herald with our dinner. The Missouri Trades Unionist supplies labor news and The Southwestern Automobilst reports good roads and auto news.

COME TO JOPLIN.—Our magnificent Hotel Connor and numerous less pretentious, but good hostleries are prepared to care for you at reasonable rates. Our theatres present the world's greatest artists, musical, dramatic and vaudeville, while our amusement parks and resorts are unsurpassed in cities many times our size. Our four hundred miles of gravel roads are a revelation to the motorist; our beautiful streets and homes will please the eye; our automobile fire department will protect your property; an efficient police department insures your peace and safety. Opportunity is waiting here for men of enterprise, ability and integrity. Come and make your home with us. The Joplin Commercial Club is always ready to furnish information and assistance, and offers you a cordial welcome.

COMMERCIAL CLUB OF JOPLIN.



Summer Outings in the Ozark Mountain Region.

The season of brazen skies and sultry nights, flies and mosquitoes is now here, also there is that feeling of restiveness which afflicts the denizens of the city about this time of the year. It is the annual awakening of the migratory instinct, the heritage of man from countless generations of ancestors, who lived in the open. The great city is the product of several thousand years of civilization, but through the roar of traffic the voices of the ancestors are heard in the purling music of the brooks and the rustling of the leaves in the forest, and their posterity understand the call. What a blessing it is, to be able for a time, even for a day, to cast aside the cares of business, the drudgery of household work, the glaring refraction of the sun from the dusty streets of the cities and go where the breeze rustles through the leaves, where it is cool under the trees and where one can rest.

Convenient to the cities in half a dozen states and particularly to Kansas City, St. Louis, Memphis, New Orleans, etc., is the great Ozark Plateau, or Mountain Region, a vast triangle of elevated land extending from the Mississippi and Missouri rivers, southwesterly to Red river, in the southeast corner of Oklahoma. The Arkansas river divides it into two parts, the greater part being north of this river. The Kansas City Southern Railway skirts the western edge of this plateau, while the St. Louis, Iron Mountain & Southern Railway traverses its eastern escarpment.

The altitudes vary from 1,000 feet to 2,500 feet, the greater altitudes being in southwestern Arkansas. The whole area is a vast table-land, which, in the course of ages has, by the erosion of hundreds of rivers and water courses, been cut into mountains and valleys, hills and gentle slopes and high, comparatively level areas. The greater part of the plateau is of sedimentary origin and underlaid with strata of limestone, but in the southwest corner of Arkansas, notably in Polk, Sevier, Howard and Pike counties are indications of intense volcanic activity, and in this section are mineral deposits which in time will be mined.

The country in general is hilly, and in places even mountainous, but the elevations are not so great as to exclude from view comparatively large scopes of country. Unlike the Rocky Mountain country, the landscape is not hemmed in by continuous ranges

of high verdureless mountains, but rather presents a panorama of exquisite scenery as the journey proceeds. Very few people, even those resident in the towns of the Ozark Region, have any conception of the natural beauty of the landscape, the numerous varied and highly interesting features likely to be encountered while leisurely driving or riding along the roads leading from and connecting the various towns. In the Ozark landscape there is always something beyond the immediate range of vision that is more beautiful than the piece of road already traversed. During the summer months there is always visible in the distance the deep green of a timbered hill crest, suggesting many scenic possibilities beyond.

Nature was lavish in the Ozarks, creating a vast table land broken by erosion into hundreds of ridges, covered with forest and traversed by a thousand rivulets, brooks and rivers formed by countless springs issuing from the hillsides. From April to October the landscape is bedecked with flowers. The damp and shady places are full of violets, spring beauties and ferns, and the hillsides and valleys are resplendent with the dogwood, haw, wild plum and crab blossoms and hundreds of orchards and berry patches contribute their share to the beauty of the landscape. In midsummer every shady nook is full of ferns and on the spring branches and clear pools are mosses, water cresses and lilies. The forest patches are now at their best and in the orchards a bounteous harvest is in sight. It is the season when bob white, cock robin and the impudent bluejay are getting the best there is in life; when the big bull frog in the pool and the little fellows of his ilk are vociferous and the hungry bass mistakes a wad of feathers for a new kind of bug or a revolving spoon for a live minnow. The woods are full of music and even the most sordid soul can be awakened by the cackling of the hen or the crowing of the barnyard cock.

In September and October, while the golden rod and the sunflowers are struggling for possession of the roadside and the cornfields are maturing, the hillsides and valleys are aflame with color as the forest foliage turns carmine and yellow and the maples and oaks stand forth in their glory and everywhere in evidence are the hundreds of orchards with the trees loaded down with big red apples.

A day in the Ozarks in May or June, along some clear, swiftly running mountain stream, rushing over the clean gravel, is delightful. At the beginning of day, nature illuminates her work with a brilliant mountain sunrise announced by the twittering of the birds in the branches. As the hours pass, the lights and shadows play among the trees and on the rippling waters, bringing out in detail the delicate tracery of the curtains of vines and creepers, running from tree to tree, and later in the day when the birds have ceased to sing, there is the sunset, with its play of colors in carmine, violet, purple, mauve, gold and silver, and later still, on the banks of the river, the song of the frogs, the deep black shadows of the overhanging trees, the streak of burnished silver, the reflex of a golden cloud—beyond, the splash of a bass in pursuit of a careless moth—then inky blackness, and over the distant hills the halo of a rising moon.

Along the western border of the Ozark region are many places, convenient to the business towns and cities, which are most attractive locations for summer vacations and outings. The hotels of the Ozark region, while generally small, are, as a rule, good and their prices are moderate. Private accommodations can be had in most of the towns. The inhabitants of the Ozark towns are a quiet, respectable class of people, engaged more or less earnestly in fruit growing, poultry raising, the raising of fine live

stock and such mercantile and industrial activities as are common to the smaller towns. Nearly all the towns are situated from 1,000 to 1,600 feet above sea level, where there is pure country air, a moderately cool summer climate, an abundance of fresh eggs, good rich milk and butter, fine fruits and berries, the softest, purest freestone water and the enjoyment of an outdoor life at a very moderate cost. It is an ideal section of country to which one can take his wife and babies and give them an opportunity to enjoy life, to rest and recuperate. There are nearly a dozen places on the line of the Kansas City Southern Railway where this can be done and in general, it will not cost much more to stop for a month than it does to stay at home.

The towns best equipped to entertain summer visitors are Neosho, in Newton County, Mo., Anderson, Elk Springs and Noel in McDonald County, Mo.; Sulphur Springs, Gentry, Siloam Springs, Rogers, Monte Ne in Benton County, Ark.; Eureka Springs in Carroll County, Ark.; Mena, Bog Springs in Polk County, and Baker Springs in Howard County, Ark. The passenger department of the Kansas City Southern Railway will be pleased at all times to furnish any desired information concerning rates and accommodations, etc. This information may be obtained by addressing Mr. S. G. Warner, Gen. Passenger Agent, Kansas City, Mo.

Boy Scout Outings at Elk Springs and Noel, Mo.

To the average Boy Scout the time has again arrived in which he must give some serious thought to the problem of raising the means to take in the annual outing at Elk Springs. Under the Scout rules he must "raise the wind" himself and must render some distinct service for the money needed. A boost from "dad's" pocket book doesn't go in this case. In short, he must earn the money himself. This means that he must hustle for a job of some kind and learn how to hold on to the money when he gets it, for it requires some self-earned money to join the boys' outing. The next outing is at Riverside Farm, a mile or two from Elk Springs, and close to Elk River. There are about one thousand Boy Scouts in Kansas City and between five hundred and six hundred will start August 14th on a special train to avail themselves of the opportunity to enjoy a whole lot of fun at comparatively little cost. There will be the usual course of Boy Scouts activities, living in tents, eat-

ing camp fare, camp athletics, woodcraft, hikes, swimming, archery, signalling, camp entertainment and music, and there will be twelve whole days of it.

The annual outing of the Young Men's Christian Association started for Elk Springs, Mo., June 28. There were one hundred and fifteen in the party, all of them youngsters who have been figuring on this occasion for a year and wouldn't miss it for anything. Last year's outings are well remembered and it goes without saying that the youngsters will have a wonderful good time this year.

Family camps and fishing parties are being found along most of the streams in the Ozark region and quite a number are scattered along Elk river, Indian creek, Sugar creek and other streams near Noel, Elk Springs, Anderson, Lanagan, Pineville, in Missouri, and Sulphur Springs and Siloam Springs in Arkansas.

Miscellaneous Mention

ADVERTISING THE HOME TOWN.

The berry growers of Horatio, Ark., believe in shipping first class fruit and plenty of it, some 31 carloads this time, and incidentally to let the consumer know where it was produced. To this end they placed in every quart box shipped a printed slip containing the following information:

TO THE CONSUMER.

Please observe the superb quality and appearance of this product. It was grown in the vicinity of Horatio, Ark., and marketed by the Klondike Fruit and Berry Association. Horatio is situated in the extreme southern foothills of the Ozarks on the Kansas City Southern Railway, the line that runs "straight as the crow flies" from Kansas City, the gateway to the markets of the North and West, to tidewater at Port Arthur, Tex. We have a mild climate, ample rainfall and a soil that is warm and generous, producing fruits, berries and vegetables unsurpassed in quality.

Our Elberta peaches are famous for their color, flavor and keeping quality and the trees bear nearly every year. Our cantaloupes find ready sale in all markets on account of their superiority. We shipped, last year, in car loads, strawberries, peaches, cantaloupes, pears and sweet potatoes, and numerous express shipments of peas, beans, radishes, tomatoes, etc.

We also grow abundant crops of corn, cotton, wheat, oats and grasses, and our long grazing seasons and short, mild winters give us an ideal location for stock raising. Indeed our products are so varied and our yields so abundant that a good living for a family of ordinary size can be obtained from a few acres if well tilled and our lands are not yet high in price. Let us give you further information.

H. C. PRIDE, Secretary,

Klondike Fruit & Berry Ass'n.,
Horatio, Ark.

A LETTER FROM ANACOCO, LA.

Mr. J. W. Hutt, who, with his family, moved from Kansas to Anacoco two years ago, writes to the editor of "Current Events," as follows:

"I settled at Anacoco two years ago after an extended and careful investigation of this part of Louisiana. My selection of a little home here has proven successful. We are contented, and this contentment could not have been had with the small amount of money we possessed anywhere else in America. The soil responds promptly to good cultivation. We have everything in abundance, far more than we ever enjoyed in our lives, though we came from one of the richest counties in Kansas. Our climate is fine and we have good water and educational advantages. There are no negroes in this section, no sickness due to local causes and no mosquitoes.

The land about Anacoco lies high and is naturally well drained and is free from stagnant waters. There are no large tracts of land here for sale, but many small improved places can be bought from old settlers at ridiculously low prices. I have recently been instrumental in bringing two fine families here from Colorado. They bought homes here and are happy. Others, in Colorado, are making strenuous efforts to cut loose where they are and come, and I expect these people to be my lifelong friends, because this is actually a garden spot and a delightful place to live. We have been here with a family of five children for two years and have not had as much as a simple cough in the family. Asthma, consumption and other lung troubles are practically unknown here. I think that this is due to breathing this splendid air coming from the Gulf through the pine forests.

Our school will be made a high school this coming term and we are employing seven teachers. There are no better school advantages in the North than we have. The people are hospitable and kind, good neighbors, and it is a delight to live among them. This is the truth about the Anacoco neighborhood. I will be glad to correspond with anyone thinking of making a home in the South and will give them the advantage of my experience and the exact truth. I am not a land agent, but because my own home is here, I simply want to help boost to make this the best little town and neighborhood in Louisiana.

Respectfully,

J. W. HUTT.

LOUISIANA'S LARGEST CASH CROP.

Mason Snowden, state agent of the United States demonstration work, and who also is working with the extension division of the state university, has come to the defense of cotton in this state by showing that it is still Louisiana's largest cash crop.

"Since the advent of the Mexican boll weevil in Louisiana," says Mr. Snowden, "it has been quite the fashion to scoff at cotton and to ridicule its production. People have heard so much of the destruction of Louisiana's cotton crop by the weevil until they imagine that it is no longer of commercial importance in the state. In spite of the weevil damage and the reduction in acreage caused by it, cotton is still the largest cash crop in the state."

He goes on to show that the average value of the sugar cane crop of the state, from 1909 to 1915 (1910 excepted), inclusive, is \$16,019,825; the average value of rice for the same period is \$9,944,000; and for the cotton crop—seed and lint—covering the same years, which include all the years of heavy weevil damage, the average value is \$23,302,714.

While the corn crop for this period had the largest farm value of any other, yet only a small percentage of the corn moves to market as a cash crop. The average value of the corn crop for the same period is \$25,211,428. These figures are taken from the report of the United States Department of Agriculture. The 1915 figures are preliminary.

It will be seen, therefore, that the conditions as regards both cotton and corn are highly satisfactory. The people of Louisiana are learning the lesson of living at home to a greater extent than ever before, and of growing cotton as the money crop of the farm.

FROM HUCKLEBERRIES \$107.06.**J. H. Welter and Family Gathered and Sold 400 Gallons.**

Mr. and Mrs. J. H. Welter of Eagleton were in Mena today to do some shopping. Since the huckleberry season opened, many Mena folk who for years have bought berries from Mr. Welter, have wondered what had become of him, for he had not made a single delivery in Mena. His absence from the local market was fully explained today when he stated that he had found ready sale at Rich Mountain for all the berries

they could pick, J. A. Mackey having arranged to buy and ship, paying 30 cents per gallon and buying the berries by weight, at five pounds to the gallon.

During the season, lasting eleven days, Mr. Welter and family picked almost 400 gallons and received in cash \$107.06. In going to market they three times had loads of 60 gallons each, having made each picking in a day and a half.

Mr. Welter says that hundreds of dollars worth of berries were destroyed by forest fires last winter and spring, and if this destruction could be prevented he sees a splendid income for many people during the huckleberry season. He is glad, too, of the forward step taken by Mr. Mackey in helping the picker find a market for this very popular berry of the mountains.

Gravette, Ark. Mr. J. E. Bell, president of the Commercial Club, writes that a fruit evaporator is needed to take care of a large amount of second grade apples available annually. A grist mill with capacity of 25 to 30 barrels per day is also needed. Gravette is a good business town situated at the junction of the Kansas City Southern and St. Louis & San Francisco railways, 210 miles south of Kansas City, Mo.

NEW ZINC SMELTERS AT FORT SMITH AND VAN BUREN, ARK.

The great demand for metallic zinc (spelter) and the exceptionally high prices paid for the metal, have caused an enormous expansion in lead and zinc mining. In the first six months of the year 1915 the value of lead and zinc ores mined was \$10,710,500. The value of the ores mined in the first six months of 1916 was \$19,963,126. The quantity of lead mined had increased from 40,420,100 pounds to 54,119,082 pounds, and that of zinc mined from 248,445,452 pounds to 368,470,484 pounds.

The increased production of ores led to the building of new smelters, several in Kansas and Oklahoma and two in Arkansas. The Fort Smith Spelter Company's smelter was completed at Fort Smith July 1. It employs 225 men. The Arkansas Zinc and Spelter Company finished its plant at Van Buren July 1 and both plants will be in full operation by July 15th, 1916. About 1,000 tons per month will be used by each plant and the output per day will run from 10,000 to 20,000 pounds of spelter each.

A NEW INDUSTRY IN SEVIER CO., ARK.—AN ANTIMONY SMELTER.

Gillham, Ark., more recently has been well and favorably known as a great producing point for fine vegetables and fruits which are shipped from here in carload lots. Rumor and tradition has it that there is much lead and zinc, antimony, manganese and other mineral in the vicinity, and there has been some desultory mining thereof. During the past year and the first half of 1916 mining in this section has been placed on a business basis and the work is now being done in mine fashion. Several lead and zinc mines are now being worked on an extensive scale, and during the present year the antimony ores of this vicinity are being developed.

The American Star Antimony Co. completed construction of its smelter at Gillham in June and has turned out its first run of metal. The smelting plant has a capacity of ten tons per day. The company has in operation from seven to ten shafts from which the ore is mined, and has secured a number of antimony deposits, which will be mined. The plant will keep pace with the development of the mines and these seem to be sufficient in number and probable output, to predict that a large industry will eventually result from the work already undertaken.

OIL PROSPECTS NEAR BALLARD, OK.

Some five or six years ago, a new town by the name of Ballard, in Adair County, Oklahoma, made an effort to grow into a city, and had accumulated a postoffice, a general store, a blacksmith shop, four charcoal kilns and more than a hundred inhabitants. It is situated where there is good farm land all around, where live stock can be profitably raised, fruits of all kinds can be grown and be delivered in Kansas City in a few hours run. Good hardwood timber is abundant in the neighborhood, and could be manufactured into lumber, railroad ties, mine timber, wagon stock and cooperage stock. In the ordinary course of events a small town, the business center of an agricultural community would have been developed. The lands surrounding the town are low in price and are being settled up and would have kept the town going.

Then the unexpected happened. The railway company laid out its terminal station at Watts, Okla., just a mile north of Ballard, and the new people looking for town locations naturally settled in the larger place. Ballard did not increase its popu-

lation, but held what it had. It does not hope to outstrip Watts in the long run, but has not given up the hope of growing.

Indications of oil have been found in wells within two miles of town, and on the Ballard townsite are two wells, each 100 feet deep, which have both gas and oil. At Oil Springs, fourteen miles west of Ballard, natural oil has been floating on the water for years. One party had leased oil lands some years ago, but died suddenly. The proposed drilling for oil was abandoned.

The people at Ballard want some individual or company to bore for oil near their town and leases on farm lands in the vicinity, or on the townsite, can be had if desired by the proper parties. Mr. W. H. Haley, Ballard, Okla., will be pleased to furnish any information desired.

GREAT INCREASE IN JOPLIN LEAD AND ZINC PRODUCTION.

The sales of zinc ore in the Joplin district during the month of May were 56,630,294 pounds, amounting to \$2,463,422. The lead shipments during the month totaled 8,802,590 pounds, which sold for \$420,920. Since January 1 shipments of zinc ore have amounted to 315,838,974 pounds, which sold for \$15,597,154. During the corresponding period of last year the shipments were 244,335,275 pounds, which sold for \$7,417,597, thus showing an increase during the past five months over same period in 1915 of 71,503,699 pounds in tonnage and \$8,179,557 in value.

Lead shipments for the first five months of the current year amounted to 46,497,042 pounds, which sold for \$2,116,104, as compared with shipments of 35,099,600 pounds, which sold for \$853,253 during the same period of last year.

HAULING OVER 2,300,000 MILES OF ROADS.

There is the strongest kind of an argument for good roads in a report of the Interstate Commerce Commission that in one year the railways of this country hauled 1,949,689,599 tons of freight, of which 195,586,840 tons were the products of agriculture. This tonnage of freight was hauled over 350,000 miles of railroad, but before it reached the railroad it was hauled over 2,300,000 miles of wagon roads.

The railroad haul was over the smoothest and most level road that can be made. The highway haul was mostly over unpaved and ungraded dirt roads, full of ruts, sink holes

and knolls. If the farmers were organized into corporations as the railroads are, they would soon discover they could not afford the enormous waste of bad roads.

NEW DESCRIPTIVE PUBLICATIONS.

The cities of Neosho and Joplin, Mo., Pittsburg, Kans., Fort Smith and Mena, Ark., Poteau, Okla., Lake Charles, La., Texarkana, Beaumont and Port Arthur, Texas, have recently issued new publications concerning their respective cities, which will be mailed free of cost to those interested on application to the Commercial Club in each city.

A NEW BATH HOUSE AND SANITARIUM AT NOEL, MO.

The O'Joe Club House at Noel, purchased last year by Mr. L. J. Richardson, has been thoroughly remodeled and brought up to date. There is now connected with it a new modern bathhouse equipped for the treatment of human disorders which yield to scientific and systematic practice in the matter of bathing and massage. Every kind of a bath used in the treatment of rheumatism, malaria, obesity, stomach and kidney troubles, including medicated vapor baths, steam, salt, etc., baths, under the guidance of a physician, can be given here. The establishment will be known hereafter as "The Scenic Hotel and Sanitarium," Noel, Mo.

Progress of the Inter-Coastal Canal

This waterway, when completed, will make it possible to navigate light draft vessels inland, from New York to Brownsville, Tex. The canal, as contemplated, will skirt the sea coast, crossing the mouths of all the rivers, utilizing all bays and partially enclosed waters, and cutting through the land to connect them. The Florida peninsula will be traversed by a canal at its narrowest part, so as to connect the Atlantic canal system when completed, with that of the Gulf.

Continuous work on the project has been done for a number of years, particularly along the Gulf Coast. In Louisiana the work has been practically completed from New Orleans to the Mermentau river. A gap of thirty odd miles exists between this river and the Calcasieu river. The money for the construction has been available for several years, but construction was delayed because the title to the right of way could not be promptly perfected. This has now been done and construction is to be completed by the end of 1916.

From the Calcasieu river to Port Arthur the canal has been completed.

The western end of the newly completed Calcasieu-Sabine section of the canal is being extensively used, according to reports from Orange. G. W. Bancroft, of that city, is keeping a record of all tonnage entering the canal, and since the completion of the western end the figures show that more than 500 tons of freight and supplies have been shipped from Orange to points along the canal, and in the Black Creek

section. Most of these supplies go to the plantations on or near the canal.

In addition there is a heavy traffic between Orange and the Ged oil field, by way of the Intercoastal canal and the main canal of the Vinton drainage district. The Orange merchants and business men who raised a large sum of money to pay the cost of diverting the canal to the northward, are already realizing on their investment, and are building up a valuable trade territory in the western part of Calcasieu parish.

Preparations are in progress to utilize the canal for through traffic from Lake Charles to Orange and Port Arthur. When the local lumber commences moving through the canal it is expected that a heavy tonnage will be developed. The chief use of the canal by Lake Charles will be through the employment of large barges, for moving heavy tonnage.

It is hoped eventually to induce the government to deepen the canal to nine feet, with a width at the bottom of 100 feet. The surest way to secure this increased depth is to demonstrate that the canal at present is not deep enough for the traffic moving through it. By using the canal to its fullest extent a further deepening of the channel can best be secured.

The next piece of work in contemplation is the cutting of a canal from either Beaumont or Port Arthur to Galveston Bay, from which there is an almost continuous waterway, through the various bays and lagoons, to the Rio Grande.

Railway Economics

RAILROADS PAY ENORMOUS TAXES.

In 1914 Carriers Paid the Sum of
\$2,952,478.34.

Few people in Oklahoma realize the immense sum spent each year in the state by the railroads for taxes. The latest figures obtainable show that in 1914, eleven of the twelve railroads operating in Oklahoma paid \$2,952,478.34 and is apportioned as follows:

Santa Fe.....	\$520,498.37
Missouri Pacific.....	87,826.74
Katy	460,595.19
Midland Valley	61,416.10
Kansas City Southern.....	87,624.93
Ft. Smith & Western.....	42,754.25
Clinton & Oklahoma Western.....	4,274.16
Orient	40,194.40
Rock Island	710,479.77
M., O. & G.....	68,129.39
Frisco	868,685.04

Figures on the 1915 taxes are not available at this time, but the railroads paid the above enormous sum in 1914 towards defraying the expenses of the government of the state. During the past few years the railroads on account of financial and other conditions have built no additional mileage in that state, yet they have paid a very heavy increase over the tax of previous years. Not only are taxes on the raise in Oklahoma, with no increase of mileage, but the railroads of the state pay far more taxes per mile than is required in other states. For instance, in Missouri the Frisco has a mileage of 1,688.96, on which in the 1910-1914 period it paid the total sum of \$1,935,275.15 in taxes, or \$387,055.03 a year, a rate of \$229.16 per mile. For this same period the company's taxes in Kansas per mile were respectively \$357.14, \$345.20, \$399.39, \$415.71 and \$423.07. Texas figures show \$131.45 a mile for 1910, \$144.79 for 1911 and \$159.45 for 1912.

RAILWAY AND FARM WAGES.

Chicago.—The executive committee of the Association of Western Railways has issued the following statement:

Mr. Farmer, once upon a time—like the railways—you paid your employes a fixed

monthly wage. They worked till their work was done, no matter how many hours.

Your farm hand followed a plow behind a yoke of oxen, perhaps from sun up till sun down, then did his "chores"—and was contented.

Suppose that when you invested more of your capital in a good team of horses, to replace the oxen, your employe had said:

"These horses turn more furrows in a day than the oxen and hereafter I want to be paid by the furrow, or the distance the plow travels, but in case anything stops the plow you must pay me for a full day, if I work ten hours or less—if that plan would give more money than the plow mileage amounts to."

Suppose that when you invested more money in a wheel plow, on which your employe could ride at ease instead of being required to walk in a furrow and wrestle with a heavy plow, he said;

"Hereafter I want you to pay me for a full day if I work eight hours or less, or plow a fixed distance or less, with time-and-a-half pay for overtime, either on a time or distance basis, whichever will give me the most money."

Suppose, further, Mr. Farmer, that from 1904 to 1914 you had increased the wages of your farm hand from \$902.09 a year to \$1,253.37 a year, would you feel like granting his last demand for more wages for doing exactly the same work, in the same hours?

That is precisely the question that the railway managers of this country are now called on to answer.

The men employed in railway train service are demanding a 25 per cent increase in pay for exactly the work they have been doing, and under the same conditions, except as to pay.

As with the farm-hand, the working conditions of railway train service men have been constantly improved at the expense of the employers.

Government statistics prove that the hazard of their occupation has steadily decreased. This is the result of millions spent by the railroads for better roadbeds, heavier rails, double tracks, block signals, automatic couplers, air brakes, mechanical

stokers, oil-burning engines and many other safety and labor-saving devices—for which the employes made no investment and assumed no financial risk.

The men who are now asking 25 per cent higher pay are and always have been the best paid of all railway employes.

Their wages range from \$800 a year for inexperienced brakemen to nearly \$4,000 a year for engineers on the best runs.

The average wages of the 300,000 employes who are demanding an increase are \$1,253.37 a year, an increase of 40 per cent since 1904.

The 1,400,000 other railway employes average \$684.78 a year, an increase of 25.2 per cent since 1904.

These are the facts, Mr. Farmer. Will you think them over and then say if you think the railway train service employes are justified in threatening the prosperity of every industry in this country; of even the very existence of individuals dependent for food supply on uninterrupted railroad service?

THE RAILWAY PROBLEM.

(An editorial from The Bankers Magazine for July.)

What is "the railway problem?" Briefly, that the railways, virtually compelled through increased cost of labor and materials to pay out more for their own requirements, are only permitted grudgingly if at all to raise the rates for services rendered the public with the result that capital can no longer be raised in adequate amounts, thus curtailing railway building and the providing of additional equipment for existing lines at a time when the business of the country demands such enlargement of railway facilities.

And the solution of the problem? Several are offered. Many favor government ownership outright, and with as little delay as circumstances permit. Others—and perhaps this represents the general railway view—believe that private ownership with proper public regulation will give satisfaction and avoid the necessity of resorting to government ownership. They insist, however, that the dual systems of state and Federal regulation have broken down, and as a means of relief suggest that the supervision and regulation of interstate railway lines be assumed by the Federal government exclusively. This position is thus forcefully stated by Mr. Ivy L. Lee, formerly associated with the Pennsylvania Railroad Company:

"Until we have a unified system of regu-

lation instead of our present inconsistent rule of forty-nine masters, the sound and valuable principle of private ownership under public regulation will not have had a fair trial. The failure of regulation up to now has not been due to the principle of regulation, for regulation when competent and impartial is most desirable. The present failure of regulation is due to the fact that it is now contradictory, inconsistent and self-destructive. Successful regulation will be unified and consistent, stringent and definite. The investor, the manager and the public will know precisely what to expect."

* * *

Multiple control of the railways has become so burdensome that relief in some form or other will have to be found. But whether the mere change from the supervisory annoyances inflicted by forty-eight different states to the single system of Federal regulation will afford the desired relief is another question.

This is not saying that the change to concentrated control is not desirable. On the contrary, from the standpoint of simplicity and economy alone it would seem to offer solid ground for the hopes entertained by its sponsors.

But does not the root of the railway problem lie deeper than this? If Federal law is inspired by the same spirit that animated the railway legislation of the forty-eight states, and if the Federal regulatory power shall be guided by the same purposes as the state commissions, where will be the gain?

Does not the country need a change of heart toward the whole railway situation—a better understanding of it, and a realization that the railways are not in one group and their employes and the public in another, and that these groups represent irreconcilable hostile camps?

Before there can be any substantial, permanent improvement in railway finances and conditions, must there not come about a realization of the truth that the interests of the railways, their employes and the public are essentially identical, and that all have a common stake in their welfare?

When this identity of interest comes to be understood, the legislative and supervisory hostility toward the railways will cease, and the method of regulation will diminish in importance. Perhaps this unified spirit might be more readily applied through Federal regulation alone, and certainly for reasons already given it would seem that the system of multiple control is outgrown.

* * *

Federal regulation of railways to be efficient must be intelligent and just. Any

Federal commission selected to govern the railways must have as members some men who are themselves competent railway executives, the other elements in the community, of course, being adequately represented. For the government to attempt to regulate the railways through a commission lacking in men widely experienced in railway management must be just as futile as to try to build a battleship without the aid of someone who understands the principles of navigation and of naval construction.

That this desired efficiency could be more readily attained under single Federal authority than under the divided authority of the numerous states seems indisputable.

HIGH COST OF RAILROADS.

Few people comprehend the enormous cost of the material which enters into track and train equipment; fewer still realize that these already high figures are constantly becoming higher. A comparison of the present-day cost of train equipment with the figures of twenty years ago will give some idea of how costly it is to run a railroad:

1895	
1 engine cost	\$ 10,446
25 box cars at \$650 each.....	16,250
Total.....	\$ 26,696
1915	
1 engine cost	\$ 29,376
60 box cars at \$1,250.....	75,000
Total.....	\$104,376

Reduced rates, together with the enormous increase in the cost of operation have made necessary the longer trains in order that the railroads might make expenses.

And now look at a comparison of the cost of passenger train equipment in 1895 and 1915:

1895	
1 engine cost	\$ 10,446
3 coaches at \$6,500.....	19,500
1 baggage car	6,000
1 postoffice car.....	6,000
1 express car	6,000
1 dining car	6,000
Total.....	\$ 53,946
1915	
1 engine cost	\$ 25,650
3 coaches at \$16,785.....	50,355
1 baggage car	11,000
1 postoffice car.....	12,000
1 express car	10,000
1 dining car	25,000
Total.....	\$134,005

These figures are representative of the increases which are being borne by every class of railroad expenditures, including material, labor, fuel, taxes and rent. If the public would only realize that they ride in virtual palaces on wheels, that their trains are being drawn by engines that cost a fortune, over track that cost over six dollars a yard, with the maximum of comfort and luxury and the minimum of exertion on the passenger's part, perhaps they would cease grumbling over minor inconveniences and be willing to pay for the comforts which they demand.

EARNINGS OF CONDUCTORS AND TRAINMEN.

Chicago.—The Executive Committee of the Association of Western Railways has issued the following statement:

Engineers earning \$200, \$250 and \$350 a month and firemen earning as much as \$225 a month are not the only train service men now talking about a strike for a 25 per cent increase, whose wages would look good to most of those who would suffer from the effects of a railroad strike.

The annual pay of many conductors exceeds that of many college professors, and even some of the brakemen, who on account of their less experience and lighter responsibilities receive the lowest wages of the four classes now demanding a "raise," earn over \$1,500 a year.

The actual earnings of men employed as conductors and trainmen, as shown by the payrolls for the Eastern roads, were placed in evidence in the 1913 Eastern arbitration case. Since then these employes have received by arbitration a further increase of about 7 per cent.

According to the 1912 payrolls the 15,775 men working entirely as conductors received an average of \$1,356 for the year. The maximum was \$2,028.79. In passenger service the average was \$1,596 and the maximum was \$2,046.21. In freight service the average was \$1,299 and the maximum was \$1,915.77. In yard service the average was \$1,225 and the maximum \$1,745.80.

A total of 13,473 men employed as conductors for a part of the time and in other train service part of the time averaged \$1,112 for the year, with a maximum of \$1,835.75. In passenger service the average was \$1,231 and the maximum was \$1,866.47. In freight service the average was \$1,073 and the maximum \$1,763.79 and in yard service the average was \$1,129 and the maximum \$1,664.30.

Other trainmen, a total of 28,715 men, averaged \$957 for the year, and the highest

pay was \$1,798. In passenger service the average was \$985, in freight service \$880 and in yard service \$1,062.

A total of 6,064 men working entirely as extra brakemen averaged \$809.50, and one earned \$1,549. In passenger service extra brakemen averaged \$858, in freight service \$752 and in yard service \$895.

Extra yard brakemen during their first six months of service averaged \$82.17 a month for working from 19 to 24 days.

While all conductors for a typical month averaged \$114.79, those who worked 20 days or more averaged \$122.90 and in passenger service, \$132.55.

Baggage masters and flagmen averaged \$82.64 a month, flagmen in local freight service \$83.95, and flagmen in through and miscellaneous service \$80.23.

Brakemen averaged \$76.18 a month and all who worked over 20 days a month averaged \$89.07.

In passenger service the average for those who worked 20 days or more was \$83.94, in local freight service, \$85.20, in through and miscellaneous freight service, \$79.96, and in yard service, \$98.10.

THE KANSAS CITY SOUTHERN RAILWAY COMPANY.

Office of Vice President.

PUBLICITY BULLETIN NO. 16.

Kansas City, Mo., June 16, 1916.

The following editorial in the Chicago "Tribune" of June 13, 1916, sets forth a very difficult situation now facing the railroads, the commerce of the country, and the welfare of our national existence:

A NATIONAL RAILWAY POLICY.

"The Chamber of Commerce of the United States has asked that the Interstate Commerce Commission investigate the entire subject of the wages and hours of labor of railway workers. The commission is now engaged in determining the value of railway properties. It is one of its usual duties to regulate the rates charged by railways. To make the latter functions of any value to the country it must include the question of wages and hours.

"With no regulation of wages, but with complete regulation of rates, both in passenger and freight service, the railways of the country are at the mercy of the organized employees. They can strike and wreck the railways; if they win their increases without a strike, they can also wreck the railways. Railways are too important

to the nation to be subject to the selfish interest of any one class.

"The Interstate Commerce Commission should be empowered to fix wages and also regulate railways for public interest in every other way. It should be empowered to formulate and administer a national railway policy.

"The 'Tribune' has frequently pointed out the need of a national railway policy. Railways are the arteries of the nation. They no longer are confined to single states. They are thoroughly interstate. They should be controlled nationally, as they are already partly administered nationally. They should be regulated through one body and not through many separate bodies as they are now. That body should be the highest and most expert which the Nation can appoint.

A bill to enlarge the Interstate Commerce Commission has passed the House and has been reported favorably in the Senate. This is a step in the right direction. If the bill passes, it will partly remove the objection that the Commission already has too much to do. The first duty of an enlarged Commission should be to investigate the entire subjects of railroads with an eye to a national policy toward them.

The business men of the country, as indicated by the vote of the Chamber of Commerce of the United States, see at least a part of this problem. We hope that they will see all of it and lend their influence to the formulation of a national railroad policy."

J. F. HOLDEN, Vice-President.

A railroad company is not always the exclusive owner of all parts of its engines. Sometimes an engineer, who may not be rich enough to buy a whole locomotive, does own in fee simple the whistle on the engine he runs. Some locomotive engineers have decided preferences in the matter of whistles they use and prefer to use their own rather than one furnished by the company. If they change engines, their whistle is transferred to the new engine, and if they change service they take their toot with them to the new road. Other engineers decorate their locomotives. Passenger Engine No. 606 has a fine bronze eagle perched on the sand box. It is generally admired by the multitude when the train arrives at the station, and its beauty commented on, but the ribald crews of other trains generally call it "Campbell's chicken" when the owner is beyond earshot.

K. C. S. Railway Employees' Supplement

TRAIN PROTECTION BY FLAGGING.

Flagging, or the use of hand signals, is the oldest method of protecting trains while they are stopped on main track and it is still in practically universal use in this country, where block signals are in service, as well as on roads where block signals do not exist. The chance of enginemen overrunning a block signal in the stop position, as they occasionally do, through negligence, inattention or absent-mindedness, is too great to dispense with this important means of train protection. The fact that rear-end flagging is combined with block signal protection as extensively as it is, is proof enough that flagmen are needed for this protection of trains on all of our railroads.

Now the proper method of protection by flagging is a simple matter. The essential thing is that a flagman be far enough from the train he is protecting to signal an approaching train in time to make a safe stop. In addition to flag or lantern he may carry torpedoes, to make audible signals in case of bad weather or inattention on the part of the engineman of an approaching train, or he may carry and use fuses. With proper vigilance on the part of a flagman a train can hardly get past him without observation of a signal, of one kind or another, by its engineman.

The fact that many collisions have taken place where no flagman was present, or where the flagman was not out far enough to protect his train, seems to have given rise to an impression, more or less general, that flagging, after all, is a loose method of train protection, and such indeed, it really is when not properly done; and it is not unusual to observe a good deal of negligent practice with flagmen. The trouble from improper flagging usually has been that the flagman either did not go far enough back, or that a train slipped up on him before he had time to get back a proper distance or while he was running to catch his train after being called in.

In any of these three cases the fault lies with negligence of duty and not with the system, if the latter be guarded with proper regulations. Protection while a flagman is getting back can be afforded by throwing off a lighted fusee while the train is slow-

ing down, the flagman then making a two-minute or three-minute run to the rear as soon as his train stops. Protection while running to the train, after being called in, can be afforded by the use of either fusee or torpedoes. Torpedoes are objectionable in many instances, as they may stop trains unnecessarily a long time after the train they were left to protect has departed, but where the view is obstructed to the rear of train, or in case of a heavy wind or whenever the weather conditions are bad, as in storm or fog, either torpedoes or fusees should be used to protect trains while the flagman is running in. The alternative is for the train to proceed without calling in its flagman, but such practice also results in stopping the following train unnecessarily in most cases, and it leaves the train short one of its flagmen; and it is evident that on repeated stops a flagman could not be left behind each time.

Unless the precautions cited be taken the greatest danger from following trains is while flagmen are getting out on returning to their trains, and right here is where carelessness is most liable to occur. It is just as negligent for a flagman to run to his train without leaving some signal at proper flagging distance to warn an approaching train as it would be for an army to draw in its picket lines while breaking camp and getting ready to march.

The question of safety in flagging is not at all one as to whether the train to be protected shall proceed without calling in its flagman, or otherwise, but entirely a question as to whether or not that flagman immediately goes to the rear a safe distance as soon as his train stops, and takes due precaution to protect the train while running back to it upon being called in. The only consequence of such careful practice is a few minutes of additional delay to the train.

The flagman of the first section in the disastrous collision at Amherst, Ohio, last March, started out right by throwing of a lighted fusee when his train slowed down. Where he failed was in not getting back a safe distance as soon as the stop was made and planting another fusee when called in. Instead of doing this he hung around the rear of his train until after the fusee had

burned out, so that, in reality, that important adjunct of block signaling, the flagman, was absent.

THE FIGHT OF RAILROADS AGAINST ALCOHOL.

Illustrating the way in which railroads are regarding the use of intoxicating liquor by any of their employes is the circular issued by the Nashville, Chattanooga & St. Louis Railway. It is as follows:

What Whiskey Does for Railroad Men.

Railroads of the country have long since prohibited the use of intoxicating liquor by their employes, until today the railroad man who drinks whiskey is "flirting with his job." Rule No. 2 on all time cards of the Nashville, Chattanooga & St. Louis Railway reads: "The use of intoxicants is prohibited. Frequenting places where they are sold shall be sufficient cause for dismissal."

An exchange recently published the following under the head "What Whiskey Does for the Railroad Man":

- It writes orders wrong.
- It reads orders wrong.
- It receives orders wrong.
- It throws switches wrong.
- It calls red white.
- It never calls white red.
- It makes caution orders without effect.
- It makes slow flags without color.
- It makes one meeting point another.
- It makes wakeful men sleepy.
- It makes duties dangerous.
- It makes hot-boxes cold.
- It makes broken rails whole.
- It makes good men bad men.
- It makes one life none.
- It makes widows and orphans.
- It makes accurate work inaccurate.
- It makes two limbs one.
- It is against safety; unsafety is its name.

Every traveler on a road which has a single engineer who drinks when on or off duty has his life imperiled by the possible, and almost sooner or later certain, mistakes of a drinking engineer. And yet there are cases in which railroad engineers are guilty not only of drinking, but of getting drunk. Any engineer who is guilty of this accursed habit, whether on or off duty, is taking the risk of becoming a murderer; for when he makes a mistake and reads an order wrong and wrecks his train and kills his crew or passengers, because his mind had been clouded by strong drink, he is in reality a murderer, and every railroad official who fails rigidly to hold engineers and other trainmen to this rule shares in this

guilt, and if officials want to stand absolutely clear and free from this kind of responsibility, they should be as exacting to themselves in refraining from all alcoholic drinks as they demand of their trainmen.—Manufacturers Record, May, 1916.

WHEN A TRAIN IS MAROONED BY HIGH WATER.

It rains sometimes in the K. C. S. country, say about forty inches per annum in ordinary years. Just about enough to make a good crop from year to year. In the first half of 1916 Southern Missouri and South-eastern Kansas, however, were blessed with too much of a good thing. Several times trains had to be detoured over other roads between Kansas City, Mo., and Pittsburg, Kan., and between Pittsburg, Kan., and Eve, Mo., yet the trains kept moving and reached destination, even if delayed a little. On June 10th, passenger train No. 3, leaving Kansas City, Mo., at 11:35 p. m., was stopped at Eve, Mo., by a washout of Dry Wood creek. Above that point at 6:20 a. m., Sunday afternoon, the Marmaton river, north of Eve, overflowed its banks and marooned the train, preventing its passage in either direction. If there is anything that will try the patience and good nature of railroad passengers, it is the misfortune of being tied up at a small railroad station when there is high water in front and behind and there is nothing to do but possess one's amiable soul in patience. There were only sixty hours of delay while waiting for the tide to go out. The little village had about 100 inhabitants and the conductor and train crew were hard put to secure food supplies for the passengers and to make them comfortable. Good meals were arranged for at several farm houses and everything done that could be done to make the situation as pleasant as possible.

The passengers on this train appear to have been well pleased with the manner in which the situation was handled, notwithstanding the tedious delay, and expressed themselves accordingly:

"We, the passengers of train No. 3, tied up at Eve, Mo., wish to take this means of thanking the management of the Kansas City Southern Railway Company for their kind treatment and attention while tied up at Eve, Mo. Also we all have the kindest of feeling for the courteous treatment shown us by your Mr. Eby, the conductor, train crew and agent. Signed by

"A. W. Logan, Quenemo, Kan.; W. W. Wessen, O. F. Wessen, Topeka, Kan.; Frank

Winninger, Rustley, Kan.; Ludwig Wallitsch, Radley, Kan.; J. H. Cragin, J. G. Iaggy, Joplin, Mo.; W. C. McDonald, Independence, Mo.; M. G. Harrison, Pittsburg, Kas.; Wm. Blackburn, Pittsburg, Kan.; Arthur E. Tabbor, Little Rock, Ark.; J. F. Kirby, Mt. Ayr, Ia.; Dave Cummings, New Windsor, Ill.; Bob Neal, Kansas City, Mo.; R. D. Jackson, Neosho, Mo.; Sam Galamba, Kansas City, Mo.; Mrs. S. C. Norris, Mrs. Ella Asbell, Neosho, Mo.; Chas. Burgess, Mrs. O. D. Moise, Kansas City, Mo.; Mrs. W. I. Sachs, Kansas City, Mo.; Mrs. E. Marshall, Kansas City, Mo.; Mrs. Reina Trantham, Mrs. R. Leonard, Manhattan, Kan.; Miss Ruth Osborn, Sulphur Springs, Ark.; Mrs. J. H. Buckley, Fort Smith, Ark.; Miss Olive Brant, Chillicothe, Mo., and thirty-nine others."

While this long tie-up was an undoubted hardship to many of the passengers, the management feels highly gratified with the knowledge that the passengers went through the ordeal with the feeling that their comfort had been looked after in the best manner the conditions permitted.

Mr. R. R. Mitchell,
General Freight Agent.

Mr. S. G. Warner,
General Passenger Agent.

Gentlemen:—Under date of July 10, 1916, President Edson writes as follows:

"All officers, agents and employees of this company who were members of the National Guard on Saturday, June 17, 1916, and who have been or may be called for army service, will be granted an indefinite leave of absence, without prejudice to their promotion rights and with the understanding that they may return to their employment when relieved from service by the Government.

Until September 30, 1916, this company will contribute the following amounts to the support of those dependent upon such officers, agents and employees:

1. To married men and to unmarried men with dependent families, the entire loss of pay incurred by being in the army service; that is, this Company will pay the salaries or wages which such officers, agents and employees are receiving at the time of leaving their duties with the Company, less the amounts which they shall receive as compensation for army services, and will make such payments to such members or representatives of their families as they shall designate in writing, upon the written receipt of the designated persons.

2. To other unmarried men, one-half of full average pay, to lighten the loss of compensation sustained by reason of army service.

In the event the service in the army of these officers, agents and employees shall continue beyond September 30, 1916, the

matter of compensation for them and their families will be subject to further consideration.

Please be governed accordingly with any employes in your department, taking such steps as may be necessary for you to determine the extent and method of contribution as above, drawing special voucher in each case to cover."

Kindly acknowledge receipt.

Yours truly,

J. F. HOLDEN,
Vice-President.

THE KANSAS CITY SOUTHERN THIRD ANNUAL SAFETY FIRST PICNIC.

On June 3d, 1916, six hundred and thirty-four employes on the Southern Division and their friends left Shreveport, La., en route to Texarkana on a special train to enjoy their third annual "Safety First" picnic. It was a joyous crowd, on pleasure bent, and they had it in good measure when the day was over, the lunch baskets emptied and the picnickers tired and happy were homeward bound.

The engine and train were decorated with American flags and all the children carried flags. The train arrived at the old depot site in Texarkana at 9:30 A. M. and after a stop of five minutes departed for Spring Lake Park, where the picnickers were turned loose to make the best of a fine day.

On arrival and before the picnickers scattered over the grounds Dr. W. A. Freeman, honorary member of the Safety First organization, delivered an entertaining and instructive address which was highly appreciated by all who heard him, the subject matter and manner of delivery being such that no one wished to lose a word of the address.

A shower started in at lunch time, but this did not hinder the enjoyment of the merrymakers. They knew enough to come in out of the wet and go to the dance hall and the skating rink, and with the accompaniment of a good orchestra take part in the dances or skate until it was time to return to the train for the homeward trip. The train arrived in Shreveport at 7:30 P. M. and every one of its passengers declared this to have been the most enjoyable of the several Safety First picnics held.

The engine and train crews were highly commended upon the able manner in which the train was handled. Mr. A. A. Campbell ("Ole Reliable") with engine 606 was engineer, Frank Watts, fireman; John William-

son, conductor; Chas. Sutton, brakeman, and Bud Gordon, train porter. The Annual Safety First Picnic is a great institution among the railroad folks in Shreveport.

REPAIRING FLOOD DAMAGE.

Battling with a flood is one of the most trying tasks which comes to the bridge and building and construction departments of a railroad. All railroads are afflicted with visitations of this kind occasionally.

The workmen are divided into gangs with a foreman over them and the foremen work under the general foreman, who is subject to the orders of the superintendent of the department in which the work is being carried on. Sometimes the gangs work in relays of eight or ten hours each, but generally the men work day and night until the damage done by the flood has been repaired, for upon the speed with which the work is done depends the resumption of traffic and the resumption of traffic means a resumption of the earning of money to the railroad.

When the season is of the kind that is liable to cause a flood any time, the construction and bridge and building departments prepare for the expected. The system is to get everything ready where it is needed and be prepared for what may come.

Many times gangs of men are stationed at the places where a break is expected. Bridges are weighted down and the embankments are rip-rapped with bags of sand and ballast to combat the strength of the current of the flood and often this work prevents much damage.

In case, however, the flood steals a march and floats hundreds of feet of track away the alarm is sent in. No matter what time of the day or night it may be when the news comes into headquarters extra gangs are assembled as quickly as possible, along with bridge builders if a bridge is gone, and they are all hurried to the scene of the damage done by the water.

The bridge men go to work building a temporary bridge which is anchored as soon as possible and the break mended so that trains can be passed over it and when the flood subsides the permanent bridge is constructed. While the bridge men are at work the construction gangs are busy mending the break in the road bed and the whole work is so systematized that the getting of the road in a passable condition in so short a time is a surprise to those who know nothing about the manner of handling the task. When this work is started there is no cessation until everything is back in a good condition.

TEN TRADE COMMANDMENTS— "SAFETY FIRST."

At the plant of a prominent steel manufacturing concern in Johnstown, Pa., the following ten commandments have been adopted for the guidance of the employes:

Thou shalt have no other thoughts than thy work.

Thou shalt not swear nor lose thy temper, try to show off, nor play practical jokes, for by thy carelessness thou mayest do injury which will have effect unto the third and fourth generations to follow.

Thou shalt not swear nor lose thy temper when things do not go just right.

Remember thou art not the only one, on the job, and that other lives are just as important as thine own.

Honor thy job and thyself, that thy days may be long in employment.

Thou shalt not clean machinery while it is in motion.

Thou shalt not watch thy neighbor's work, but attend to thine own.

Thou shalt not let the sleeves of thy shirt hang loose, nor the flaps of thy coat to be unbuttoned, as they may get caught in the machinery.

Thou shalt not throw matches or greasy waste on the floor, nor scatter oil around the bearings, as a dirty worker is a clumsy worker, and a clumsy worker is a menace to his fellow workers.

Thou shalt not interfere with the switches nor the dynamos, nor the cables, nor the engines, nor anything else thou art told is dangerous.

THE FATAL SHORT CUT HOME.

About 5,000 Trespassers Killed Annually on Railroad Tracks.

Taking a short cut through the railroad yards to get home, John Jones was struck by a switch engine and killed.—News item.

John Jones was a free American citizen and counted walking on the railway tracks as among his rights under the constitution. It was his custom when he got home at night by cutting through the yards, to take up his newspaper, settle himself deeply into his chair and read until, speaking for the third time and sharply, his wife called him to his meat and potatoes. Once in awhile, Jones would come upon accounts of railroad wrecks. They always aroused the deepest

indignation in him. "Tis nothing but criminal negligence causes 'em," he'd say.

It is a way with us Americans to see things criminal in our neighbors, none of them in ourselves. Take John Jones. He thought of railway wrecks as forms of depravity. But there was nothing wrong in cutting through the railway yards and running the risk of making his wife a widow, his children orphans. If you told him that about eighty or ninety people were killed in train accidents last year, he'd suggest hanging a few railroad presidents. But if you said that the number of trespassers killed varied from 5,000 to 7,000 persons a year, he had no comment to make. The subject didn't interest him much.

Well, John Jones is gone now. His wife is in black. His children have been taken from school to earn rent for the cottage. Jones's neighbors still use the tracks as their highway.

Corporations have been taught a good deal of recent years as to their responsibilities. Wouldn't it be a good idea to take up the case of John Jones now?—Toledo Blade.

DEATH OF AN EMPIRE BUILDER.

James J. Hill, the most widely known figure of the Northwest, died at his home in St. Paul on May 29. He was born near Guelph, Ontario, on September 16, 1838, and went to St. Paul in 1856. Being without a technical education of any sort, he secured a job as clerk for a steamship company. He held this position nine years. Gradually he developed in the fuel and transportation business for himself, which resulted in his building the Northern Pacific and the Great Northern railways, and acquiring the controlling interest in the Chicago, Burlington & Quincy.

Throughout his rugged life expansion was his keynote. His facility for doing many things well forged him ahead in the ranks of railroaders and capitalists. He virtually created an empire of the northwestern United States as far as it was in the power of one man to do so. The secret of success is no secret at all, according to Mr. Hill, but the secret of failure is too often extravagance. He often stated that the man with the big opportunities today is the man in the ranks.

Perhaps no higher tribute has been paid to the man than that given by Archbishop John Ireland of St. Paul, when informed of his death:

"What can I say that the whole country is not saying? A great man has gone from

earthly life. Not only a man of rarest talent of mind, a genius such as is seldom to be seen amid the moving scenes of humanity, but also one who has put his wondrous talent to the service of his fellow men, whose whole career was marked with strict integrity and highest sense of honor. Long shall the city of St. Paul be honored from the fact that he whose loss we now deplore was one of its sons and citizens.

"This much, too, I must say in simplest truth, that he loved and respected religion, and held the Christian faith to be the supreme principle of human righteousness and human life."

DEATH OF RICHARD GENTRY

A Pioneer Who Was Identified With Much Kansas City Business Activity.

Richard Gentry, a pioneer resident of Kansas City, former banker, railroad manager, stockman, manufacturer and miner, died at his home in Kansas City on May 9, 1916. Mr. Gentry was 69 years old.

He was one of the incorporators in 1889 of the Kansas City, Nevada & Fort Smith Railway, which later was consolidated with the Kansas City Southern, and, as chief engineer, was in charge of the construction of three hundred miles of the road. Before the consolidation with the Kansas City Southern he also acted in the capacity of general manager and vice-president.

Mr. Gentry's financial interests were varied. He engaged in cattle raising in Texas for a time. Then he was interested in mines in Kansas, Arkansas, Colorado and Old Mexico. Later he was interested in a shoe manufacturing company which started in Kansas City. He was a director in the old Bank of Commerce. The Exchange Building, which now houses the Board of Trade, was purchased by Mr. Gentry at a trustees sale in 1898, and later sold.

Mr. Gentry was born November 11, 1846, near Columbia, Mo., and attended the Kemper Military Academy at Boonville. General Price and his army passed through Boonville in 1864 and Gentry ran away and joined Price's army. He served until the end of the war, first as a private and later as a sergeant-major. After the war he attended Missouri University and was graduated in 1868.

He is survived by a widow and six children, Miss Elizabeth Gentry and Miss Mary Gentry; Mrs. William H. Bush, Chicago; Mrs. Edward B. Noble, San Francisco; Richard H. Gentry, Sedalia, and M. Butler Gentry, Santiago, Chile.

How to Pack and Ship Household Goods.

Household goods in transit frequently suffer damage and loss because the packing of the same was carelessly done, or because the goods had not been properly marked by the shipper, and in consequence were miscarried. There are plenty of other causes for loss and damage, but the two above mentioned cause more trouble and vexation than all the others combined. Manufacturers and shippers of merchandise, as a matter of course, are familiar with the methods of packing and shipping, and escape much of the worry which comes to the party who at very long intervals makes a shipment of household goods. In order to familiarize the casual shipper of household goods with the requirements incident to shipping such commodities the railway company has issued a small pamphlet on this subject, which is reproduced.

Classification Requirements With Respect to Shipping, Packing and Marking Less Carload Household Goods.

WHAT MAY BE SHIPPED AS HOUSEHOLD GOODS.

Household goods must consist of second-hand articles of household furniture and personal effects only, not for sale or speculation. Such shipments will not include bicycles, acids, drugs, explosives, matches, paints, inflammable oils, liquors, provisions, vehicles, except children's vehicles, or to exceed two pianos. Trunks or other packages must not contain watches, jewelry, gold or silver coin, currency, articles manufactured from precious metals, drafts, bank bills, notes, deeds, or valuable papers of any kind.

MARKING.

Each package, bundle or loose piece of freight must be plainly, legibly and durably marked by brush, stencil, marking crayon (not chalk), rubber type, metal type, pasted label (see Note 1), tag (see note 2), or other method which provides marks equally plain, legible and durable, showing the name of the consignee, and of town or city and state to which destined.

When consigned to a place where there are two or more of the same name in the same state, the name of the county must also be shown.

When consigned to a place not located

on the line of a carrier, it must also be marked with the name of the station at which the consignee will accept delivery.

When consigned "To Order," it must be so marked and further marked with an identifying symbol or number which must be shown in shipping order and bill of lading.

Note 1—Labels must be securely attached with glue or equally good adhesive.

Note 2—Tags must be made of metal, leather, cloth or rope stock or sulphite fiber tag board, sufficiently strong and durable to withstand the wear and tear incident to transportation; and when such cloth or board tag is tied to any bag, bale, bundle or piece of freight, it must be securely attached through a reinforced eyelet.

Tags, used to mark wooden pieces or wooden containers, must be fastened at all corners and center with large-headed tacks or tag fasteners; or tags may be tied to wooden pieces when the freight would be injured by the use of tacks or tag fasteners.

Tags, tied to bags, bales, bundles or pieces, must be securely attached by strong cord or wire, except that, when tied to bundles or pieces of metal, they must be securely attached by strong wire or strong tarred cord.

(d) Old consignment marks must be removed or effaced.

It is preferred that marking brush be used in marking all packages which will take such a mark. Old marks should be scraped off or completely painted over.

If the above requirements are not complied with, freight will not be accepted for transportation. (Section 1, Rule 7, Western Classification.)

Shippers not provided with a supply of tags in keeping with the classification requirements should make application to agent at their shipping point who will provide them with sufficient tags properly to mark their shipments.

Each package or piece comprising shipment should be marked with a consecutive number, and such number be shown on bill of lading. These numbers should be written on tag or marked on boxes, etc., close to name of consignee and destination. The

word, "final," should be added to the number of the last package.

PACKING.

Freight will be accepted only when properly packed and containers are of sufficient strength and security to afford reasonable and proper protection to the freight which the containers enclose. Articles for which boxing or crating is specified must be completely protected by such containers, and no ends, legs, or other parts must be allowed to protrude.

Articles easily broken must be protected by packing (excelsior, paper, cloth, etc.) within the container (box, crate, etc.), to prevent breakage.

All containers must be strongly made of sufficient strength to protect the articles against the ordinary risks of transportation.

Following will be found a description of the manner in which the various articles of household goods in common use should be prepared for shipment:

Articles.	Description	How Packed
Bed Ends.	Brass, iron, or wooden.	Ends of each bed tied in bundle, well padded with excelsior or straw and wrapped with burlap.
Bed Rails.	Brass or iron.	Rails of each bed tied in bundle and wrapped in heavy paper.
Bed Rails.	Wooden.	Rails of each bed tied in bundle with finished surfaces inside and wrapped with burlap.
Bedding.		Roll and sew in burlap.
Benches.	Hall or music.	Wrapped with paper or old clothing and crated.
Cabinets.	Bric-a-brac, china or music.	Contents removed and placed in boxes or barrels, empty cabinet wrapped with paper, old clothing or burlap, all exposed glass parts completely covered by boards not less than ½-inch in thickness and crated.

Articles	Description	How Packed
Cases.	Book or curio.	Contents removed and placed in boxes, empty case wrapped with paper, old clothing or burlap; all exposed glass parts completely covered by boards not less than ½-inch in thickness and crated.
Chairs.	Leather, upholstered, parlor or polished.	Completely wrapped with burlap, padded with excelsior, paper or straw and crated.
Chairs.	Dining, common and rockers.	Completely wrapped with heavy paper and securely tied, seat to seat, in bundles of two.
Couches.	Iron or sanitary.	Folded and tied securely.
Couches.	Leather or upholstered.	Burlaped over heavy layers of excelsior or straw and crated.
Closets.	China.	Contents removed and packed in barrels, empty closet wrapped with paper, old clothing or burlap; exposed glass completely covered by boards at least ½-inch in thickness and crated.
Cupboard (Safe).	Kitchen.	Contents removed and packed in barrels and boxes; empty cupboard, wrapped with paper or old clothing; exposed glass, completely covered by boards at least ½-inch in thickness and crated.
Carpets, Rugs, Linoleum, Matting.		Rolled into bundles and sewed in burlap.
Dishes.	China or earthenware.	Wrap each piece separately in paper and pack in barrels with plenty of excelsior or straw. The weight of each barrel and contents must not exceed 130 lbs.
Davenport.		Wrapped with paper, old clothing or burlap and crated.

Articles	Description	How Packed
Dressers, Desks, Chiffoniers, Commodes, Washstands, Sideboards.		Remove contents and pack in boxes. Remove mirror which must be crated separately. Remove mirror frame and screw to back so as not to permit the ends of frame to extend above top or beyond ends of the piece of furniture. Wrap securely in burlap, old clothing or paper and crate.
Glassware, Fruit (canned).	All kinds.	Wrap each piece separately in paper and pack in barrels with plenty of excelsior or straw. The weight of each barrel must not exceed 130 lbs.
Machines.	Sewing, Washing.	Crated.
Mattresses.		Roll and sew in burlap.
Mirrors, Pictures.	All kinds.	Do not pack in boxes or drawers, but place in a substantial crate.
Ovens.	Gasoline, warming.	Crate.
Organs, Pianos.		Must be boxed. Screw bottom and back of instrument securely to the box. Never place a stool in the box with instrument.
Refrigerators.		Wrap with burlap or old clothing and crate.
Ranges, Stoves.	All kinds.	Detachable portions to be removed and securely wired inside stove. Crate. Material used in crating to be of hard wood not less than $\frac{3}{8}$ x $2\frac{1}{2}$ inches and space between slats in no case to exceed 8 inches.
Racks.	Hall.	Wrap with burlap or old clothing and crate.
Stools.	Piano or organ.	Wrap with burlap or old clothing and crate.

Articles	Description	How Packed
Tables.	Dressing, dining, center or library.	Wrap with burlap, removing legs, if possible, which should also be burlaped. Table and legs to be crated.
Tools.	Garden.	Wire securely in bundles.
Tubs.	Kitchen, wash, bath.	Nested and crated.
Trunks.		Completely boxed.
Utensils.	Cooking or kitchen, washpots.	Nested and completely boxed.
Wardrobe.	Sectioned, set up.	Taken apart and tied in bundles. Wrapped with burlap and crated.

Articles not described herein by name should be packed in the same manner as is specified for articles of similar kind.

CARLOAD SHIPMENTS.

Shipments made in car lots should be packed in the manner indicated for less carload shipments, and should be carefully stowed and braced in car. Such shipments need not be marked.

CHARGES.

Freight charges on shipments of household goods must be prepaid in full.

The rates on household goods are based on value of goods. Shipper, when taking out bill of lading on shipment, must declare thereon the true value of his goods per hundred pounds. When the value of each article of shipment is declared by shipper on bill of lading not to exceed \$10.00 per 100 pounds, or the proportionate amount thereof if weight is less than 100 pounds, shipment will take first-class rate, but if the valuation so declared exceeds \$10.00 per 100 pounds, the rate applicable shall be one and one-half times first-class rate. In case of loss or damage to goods, either total or partial, for which the railway is at fault, shipper is entitled to claim for actual value or cost of repairs, subject to the value he has declared as a maximum.

KANSAS CITY SOUTHERN RAILWAY CO. TEXARKANA & FORT SMITH RAILWAY CO. ARKANSAS WESTERN RAILWAY CO.

J. A. EDSON.....	President
J. F. HOLDEN.....	Vice-President
R. J. McCARTY.....	Vice-President
S. G. WARNER.....	General Passenger and Ticket Agent
W. W. AVERY.....	Assistant General Passenger Agent
R. R. MITCHELL.....	General Freight Agent
H. A. WEAVER.....	Assistant General Freight Agent
J. R. MILLS.....	Assistant General Freight Agent

GENERAL OFFICES, KANSAS CITY, MO.

BEAUMONT, TEX., New Crosby Hotel Bldg.	
E. G. SPENCER.....	General Agent
R. A. MORRIS.....	City Passenger and Ticket Agent
CHICAGO, ILL., Room 304 Marquette Bldg.	
J. O. HAMILTON.....	General Agent
DALLAS, TEX., Rooms 203-204 Cotton Exchange Bldg.	
E. L. WHITNEY.....	General Agent
A. CATUNA.....	General Cotton Agent
FORT SMITH, ARK., 617 Garrison Ave.	
H. N. HALL.....	General Agent
J. C. CARSON.....	City Passenger and Ticket Agent
HOUSTON, TEX., 909 Franklin Ave.	
G. M. RILEY.....	General Agent
JOPLIN, MO., 112 West Fourth St.	
C. W. NUNN.....	General Agent
C. A. MILTON.....	City Passenger and Ticket Agent
D. JOSEPH.....	Depot Ticket Agent
KANSAS CITY, MO., 911 Walnut Street.	
L. V. BEATTY.....	General Agent
J. A. McMANUS.....	City Passenger and Ticket Agent
L. S. BANKS.....	General Ticket Agent, Union Station
H. Q. SMITH.....	Passenger Agent, Union Station
LAKE CHARLES, LA., 824 Ryan Street.	
F. E. HASKELL.....	Commercial Agent
WM. STAGG.....	City Passenger and Ticket Agent
LOS ANGELES, CAL., 610 Trust and Savings Bldg.	
M. F. SMITH.....	General Agent
MENA, ARK.	
J. HOLLISTER TULL.....	Agriculturist
NEW ORLEANS, LA., 611 Hibernia Bank Bldg.	
J. M. CARRIERE.....	General Agent
NEW YORK, Rooms 1420-1422 Woolworth Bldg.	
J. P. KNIGHT.....	General Agent
PITTSBURGH, PA., 1429 New Oliver Bldg.	
D. S. ROBERTS.....	General Agent
PORT ARTHUR, TEX.	
J. E. COUNTRYMAN.....	City Passenger and Ticket Agent
ST. LOUIS, MO., 912 Chemical Bldg.	
GEO. KASSLING.....	General Agent
SAN FRANCISCO, CAL., 220 Sheldon Bldg.	
M. F. SMITH.....	General Agent
SAN ANTONIO, TEX., 314 Gunter Bldg.	
C. M. WILKINSON.....	Commercial Agent
SEATTLE, WASH, 516 Colman Bldg.	
I. W. DUDLEY.....	General Agent
SHREVEPORT, LA., 517 Market St.	
A. H. VAN LOAN.....	General Agent
A. B. AVERY.....	Union Station Ticket Agent
J. W. NORTON.....	City Passenger and Ticket Agent
TEXARKANA, TEX.	
S. G. HOPKINS (T. & Ft. S. Ry.).....	General Passenger and Ticket Agent
G. B. WOOD (T. & Ft. S. Ry.).....	General Freight Agent
J. L. LONTKOWSKY (T. & Ft. S. Ry.).....	City Passenger and Ticket Agent
J. C. WALKER.....	Commercial Agent
KANSAS CITY, MO., K. C. S. Ry. Bldg.	
F. E. ROESLER.....	Editor of "Current Events"
C. O. WILLIAMS.....	Traveling Passenger Agent
ROBERT DICKERSON.....	Traveling Passenger Agent

When writing to advertisers please mention **CURRENT EVENTS**.

McELWAIN

The World's Greatest Shoemaker

SHOES

for indoors, outdoors, light service or hard service—all made of finest grade durable leathers.

DEMAND THEM!

McElwain-Barton Shoe Co.

DISTRIBUTORS
KANSAS CITY
MISSOURI

ACCIDENTS

Need not result in
Helplessness or
Deformity.

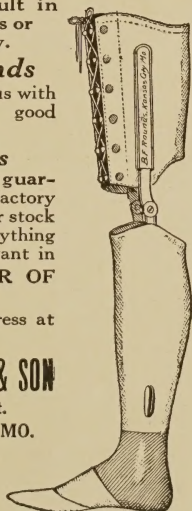
Thousands
have called on us with
surprisingly good
results

30 Years
experience is our guar-
antee of satisfactory
helpfulness. Our stock
comprises everything
that you can want in
"YOUR HOUR OF
NEED."

Just call or address at
at once,

B. F. ROUNDS & SON
10 W. 9th St.
KANSAS CITY, MO.

*Catalog on
Request*



HOTEL KUPPER

11TH AND MCGEE STS.
KANSAS CITY, MISSOURI



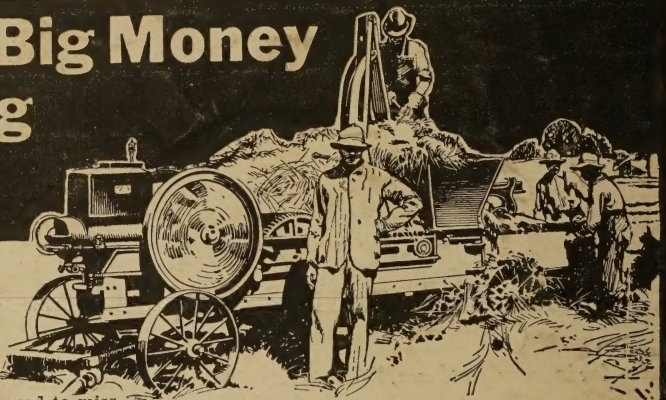
*Home of Comfort, Service, Quality
and Refinement.*

EUROPEAN PLAN
\$1.00 to \$2.50 Per Day

Heart of the Shopping District
ROBINSONS-MARS HOTEL CO.

Earn Big Money Baling Hay

If you want to earn more money than you've ever earned before, we want a good heart to heart talk with you, because here is an opportunity for the man who can make things hum that's too good to miss.



THE ADMIRAL HAY PRESS—The Hay Press With the Hustle

Unbeatable for baling the greatest amount of hay in the shortest amount of time and at the lowest expense for power and crew. Has the "hurry up" built right into it. Used everywhere. Simple as A B C. Free from needless parts. Smooth running—easy on the engine that runs it.

The plunger operates on the power which comes through a long lever working against the sharp grip behind the plunger head. Result, each stroke is powerful, and with no back-kick.

It's a tremendous money-maker in the hands of hustlers. H. B. McDaniel of California, Mo., made \$365.00 in spare time last year, after baling 12,000 bales of his own hay. W. Russell of Meriden, Kas., made \$8 to \$11 a day. J. N. Inman & Sons, Hay Balers, Independence, Mo., have baled 90 80-lb. bales from a windrow in 55 minutes and made big money baling with an Admiral.

Write Today for Our Sensational Offer—If you are the right man we have an offer with the Admiral Hay Press such as comes to a man but once in the average lifetime. The hay baler's business grows bigger every year. More farmers are having their hay baled. There's money in this for you and now is the time to get started. It is all up to you and the hustle in you. If you haven't enough money to pay for an Admiral Hay Press right away and your credit is good at home we want to talk to you. We have helped hundreds of others—we shall be glad to do it for you, too. But in any case, write us today. Just a postcard will do.

ADMIRAL HAY PRESS COMPANY

Box 9, Kansas City, Mo.

Le Flore County, Oklahoma

"Oklahoma has more minerals, and more of its kind, than any State in the Union."

"LeFlore County has more resources, and more of its kind, than any County in the State."

Its chief support and most valuable asset is agriculture. Its farm lands, from upland fruit and truck farms, to its rich alluvial bottoms, offer an attraction unusual to the man who wants good land cheap—where he can make money from the land and by its enhancement in value at the same time. Natural gas fields developed, the probability of oil, great coal fields being worked, asphalt, brick, tile and fine clays being utilized; vast tracts of hardwood and pine timber furnishing cheap building material, an abundance of water, seven railroads, and a heavy immigration from the North and East, are working wonders in the development of this new county in a new state. One hundred and sixteen school houses since statehood, the building of good roads, the growth of towns, a progressive and prosperous farming population is creating wealth in Le Flore County. Call on or write us about opportunities in lands, farm or city property. Ask us about business opportunities.

Lands — Loans — Investments

THE VALLEY LAND COMPANY

POTE0, OKLAHOMA